

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	" W. A. Valentino.
"FATSHAN"	2,260 "	" R. D. Thomas.
"HANKOW"	2,073 "	" C. V. Lloyd.
"KINSHAN"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain G. F. Morrison, R.N.R.
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Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,119 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain J. Wilcox.
"NANNING"	509 "	" C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahoning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tag-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow	Single \$15.00. Return \$25.00.
Canton to Tak Hing	Single \$12.50. Return \$21.00.
Canton to Samshui	Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

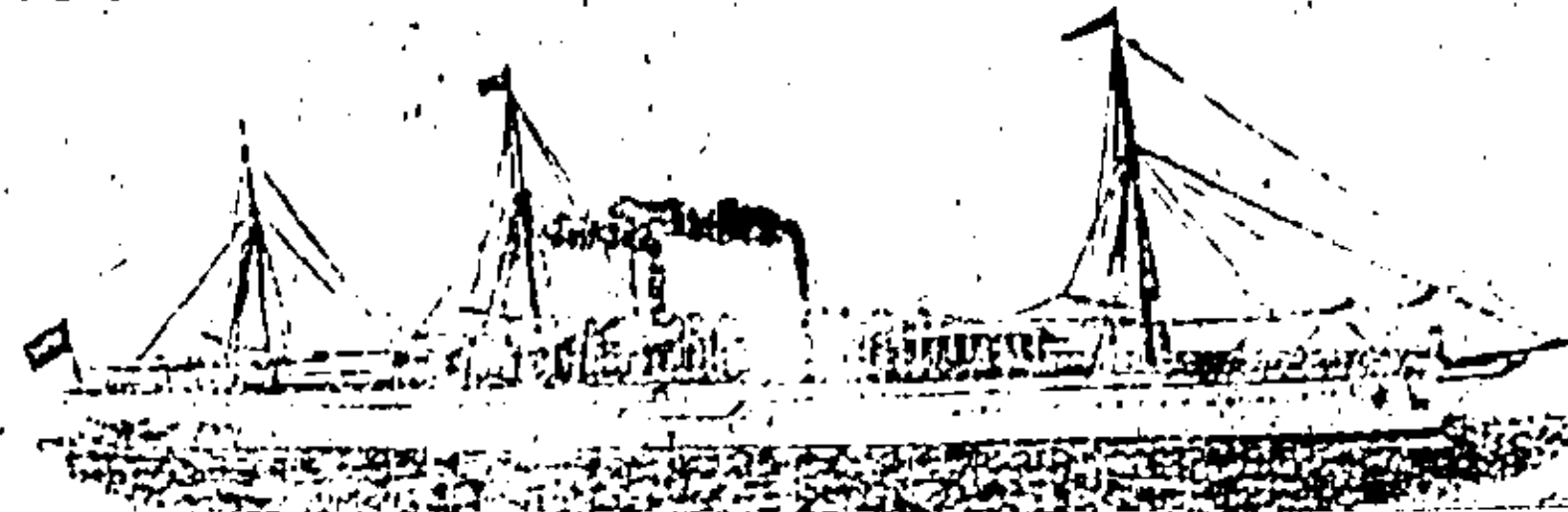
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,475	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 12
"ATHENIAN"	3,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTEAGLE"	6,103	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$100.00. 2nd Class, \$60.00. 3rd Class, \$40.00. Hongkong to London, Intermediate on Steamers, and 1st Class Rail, \$40.00. \$40.00. \$40.00.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials to the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 23rd July, 1906

Corner Pedder Street and Praya, opposite Blakes Pier, 113

HONGKONG-MACAO LINE.

S.S. "WING CHAI"	Tons	Captain
"WING CHAI"	1,109	T. R. MEAD.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.
FARES:—Week Days, 1st Class, including Cabin and servant, Single \$5; Return Ticket, \$5; 2nd Class, \$3; 3rd Class, \$2.50 cents.
SUNDAYS ONLY.
1st Class—Single, \$1; with Cabin, \$2.
1st Class—Return, \$2; with Cabin, \$3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steering—20 cents each trip.
All Meals can be supplied on Board at \$1 each Meal.
First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 12nd June, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW"	Tons	Captain
"KWONG TUNG"	1,109	T. R. MEAD.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
Passage Fare—Single Journey \$4.
Meals—\$1 each.
Also
Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.
FARES:
1st Class single \$1 with cabin berth \$2.00 return \$2.00
2nd Class single \$0.80 return \$1.50
Breakfast, Tiffin and Dinner \$1.00 each.
The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West
Hongkong, 13th July, 1906.

Hongkong, 13th July, 1906.

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Formes, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	61.00	44.00	26.00
Return	113.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$18.00	\$10.00	\$7.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.5	\$44.5
TO YOKOHAMA	\$80.00	\$50.00	\$40.00	Return \$170.00	\$110.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA	95.00
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	63.10.00
TO PARIS VIA CHERBOURG	65.00.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00.00

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 23rd July, 1906.

Facilities.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX"

HAND

FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED.

LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS.

NO ROSE.

AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.

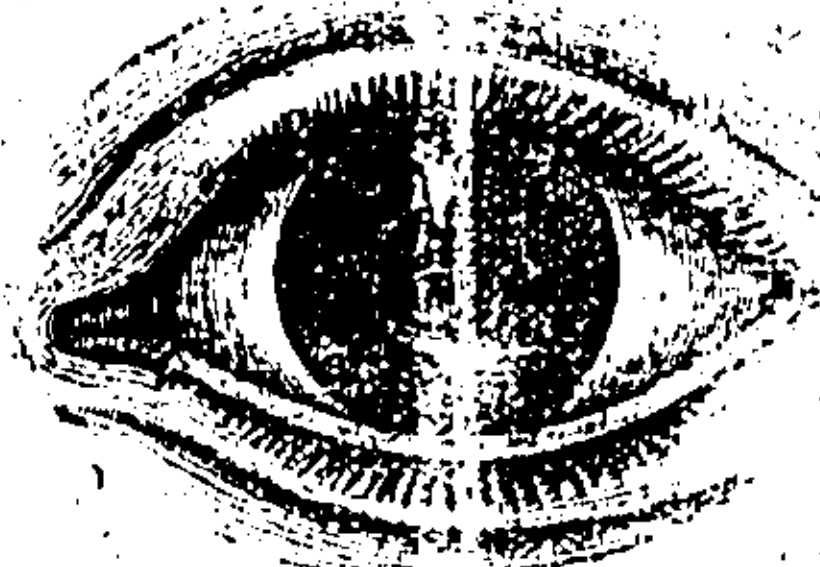
"MINIMAX"

Always ready for immediate use. Requires only one hand to hold. Weight only 16 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN.

8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.

Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIMING, TAKING and WUCHOW.

They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATIAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375, YORK BUILDINGS, 1st Floor.

Hongkong, 10th July, 1906.

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Wm. POWELL, LTD., GENERAL FURNISHERS, HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S PATENT PORTABLE SANITARY COMMODORE

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of CLEANLINESS.

Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906.

K. A. J. CHOTIRMALL & CO., 8, D'AGUIAR STREET. NEWLY OPENED SILK STORE. Indian, Chinese and Japanese Silk Goods.

Just Arrived.
SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAID), HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, ETC.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]
HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong, in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for confirmation to Special Resolutions:—

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the Peak Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 201 and 202 of the Companies Ordinance 1863 to enter into an Agreement with the said "Peak Tramways Company, Limited," in the terms of the said 1. and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.
JOHN D. HUMPHREYS & SON,
General Managers. [738]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary. [749]
Hongkong, 19th July, 1906.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary. [770]
Hongkong, 26th July, 1906.

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both days inclusive.
JARDINE, MATHESON & Co.,
General Managers. [752]
Hongkong, 19th July, 1906.

Auction. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
MONDAY,
the 30th July, 1906, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
SUNDRY
HOUSEHOLD FURNITURE,
Comprising:—

DOUBLE IRON BEDSTEADS AND BEDDING, TEAKWOOD EXTENSION DINING TABLES AND CHAIRS, OVMANTLES, BOOK-CASES, CHEST-OF-DRAWERS, MIRRORS, DOUBLE TEAKWOOD WARDROBES WITH GLASS, CARPETS, PICTURES, SHANGHAI BATHS, &c., &c., &c.

ALSO
A number of LAW BOOKS, One CASH REGISTER, One TYPEWRITER, Two THREEDLE SEWING MACHINES, One GRAND PIANO by Collard & Collard, London, One COTTAGE PIANO by John Broadwood & Sons, London, One Large IRON SAFE (German make),

AND
100,000 EGYPTIAN AND INDIAN CIGARETTES.

TERMS:—As usual.
HUGHES & HUGH,
Auctioneers. [771]
Hongkong, 26th July, 1906.

To Let.

TO LET.
HOUSES in MORRISON HILL GAP ROAD. 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.
Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central. [767]
Hongkong, 24th July, 1906.

TO LET.
TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.
ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

SHAMEEN, CANTON.
TO LET.
NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 5th July, 1906. [703]

TO LET.
"HAYTOR" THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS at PRANA EAST
A HOUSE in CLIFTON GARDENS, Connaught Road.
A HOUSE in RYDON TERRACE.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 1st June, 1906. [77]

TO LET.
NO. 15, KNUTSFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
Hongkong, 30th December, 1905. [74]

TO LET.
NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [604]

For Sale.

FOR SALE.
WELSHBACH'S
IN-DOOR & OUT-DOOR
4-LIGHT GAS ARC LAMPS,
Do. BOXED LIGHTS,
Do. HANDED LAMPS,
Do. MANTLES, CHIMNEYS, GLASS, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.
NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.
TAI KWONG CO.,
109, Des Voeux Road Central.
Hongkong, 3rd July, 1906. [19]

THE following vivid pen-portrait of Father Bernard Vaughan appeared some years ago in *The Morning Leader*, and was afterwards printed in "The Man in the Pulpit," the collection of studies of famous preachers by Mr. James Douglas, which attracted much attention when they were published by Methuen in 1905:—

"His face recalls Vereshagin's Napoleon. It is alive with sharp edges and keen curves. Slender into the black biretta rises the high straight forehead, cleft down the centre with a clear, vertical furrow. The alert eyebrows clutch the corners of the trenchant temples. The fiercely ardent eyes shoot arrows of attention at the people. The passionately moulded nose, with its eagerly dilated nostrils, cuts the air like a plunging prow. The ascetic lips are strenuously mobile, swiftly responding to the nuances of emotion. The jaw and chin are squarely set, and the small, sensitive ear is delicately poised on the symmetrical head. Such is the man to whom the Holy Father gave his own well-worn rosary as a spiritual Victoria Cross for spiritual valor."

The sermon is simple, sensuous, passionate. Glowing eloquence poured forth from the heart. No notes, no manuscript. Well-built withal. A noble edifice of emotion harmoniously balanced and richly decorated with spontaneous phrase. No taint or trace of the metaphysical microbe. No pulpit pedantry. Lyrically free from the disease of thought. Throughout it throbs with the poignant pathos of Christ and Christians crucified. It is a bacchanal of rapturous agony and ecstatic anguish. . . . A gust of pity and terror thrills across the hushed congregation. There is a heavy silence, strained pause. Then the preacher throws himself into the breach made in our emotions. "What is Jesus to you? Men and women, living in a city that reeks with the breath of sin, I remind you that you are Christians. Oh, my brethren, I implore you to go forth remembering this: *Amor meus crucifixus est—my love is crucified!*" And on this clamant note of beseeching adjuration, with a last, large compassionate gesture of benediction, the preacher ends."

FATHER VAUGHAN, S.J.

GIFTS OF ROSES.
I gave you roses redder than sweet wine
And sweeter scented than the lily field,
And, in them hidden, all that love of mine
I needs must yield.
I gave you roses on our wedding-day,
Pink-white and shy, as fragrant hopes
new-born,
Upon your heart, all tremulous, they lay
That wedding morn.
I give you roses whiter than the snow,
I lay them on your sleeping breast, and pray
That they may whisper and that you may know
I love alway.
—Pull Mall Gazette.

THE SHANGHAI BUNDR.

As our readers are aware there was an unaccountable but persistent rumour in town all day on Wednesday, writes the *Shanghai Times* of 21st inst., to the effect that the well-known coasting steamer *Kingling* had come to grief on a floating mine in the Gulf of Pechili. The report has since, happily, been disposed of, and shown to have been entirely baseless, but the circulation of such a story, invested as it was, in the clubs and hotels and all the places where tales of the kind are usually narrated, with an air of authenticity which almost put the matter beyond the possibility of doubt, is apt to set the reflective man speculating about the genesis and purpose of that extraordinary species of lie, of which the story in question is, after all, a comparatively mild specimen, and which by its frequent occurrence here has given these Settlements a most unenviable distinction,—the Shanghai Bunder.

It may, perhaps, be that because the conditions under which foreigners reside here are so peculiar as to make it possible for almost anything to happen, the inhabitants of these Settlements are perpetually on the alert for the occurrence of something startling,—a state of mind which may render them rather too prone to anticipate the event by putting premature lies into circulation about anything which occurs to them as likely, or possible, or proper to happen; but from whatever cause arising, the fact remains that in the course of a morning's walk along the Bund a person with a moderately wide acquaintance, may hear more reports and rumours, which turn out subsequently to have no foundation in fact whatever, than in a day's journey in any other place in the world. So notorious have these Settlements of ours become for fabrications of the nature, and so distinctive is the character of the untruth which has its origin in Shanghai, that it has come to be called the Bunder, —the Shanghai Bunder.

Every phase of our life here is liable to produce it. Sometimes the crop is small and infrequent; in other seasons it is abundant and of such rapid recurrence that it becomes bewildering and fatiguing to keep tally of the harvest, as it is gathered and distributed. At such times the only quality which saves the Bunder from becoming an inoffensive nuisance and thing of unqualified evil is its amazing variety. The victim of deception is just on the point of becoming tired of hearing the changes rung on one particular Bunder, when a fresh one, on quite a different subject, presents itself to his attention, and the mental exercise of tracing it through its complicated ramifications becomes as stimulating as one of Sotus's marches.

The Bunder, however, is not often productive of mischief, for the experienced resident recognises its true character directly he hears it; it is but seldom that it concerns itself with so grave a subject as the safety of a valuable steamer, and the precious lives and costly cargo, on board; and we may reasonably hope that it will be a long time ere an untruth like that of last Wednesday again becomes current in the Settlements.

NOTICE.
MRS. OLIVER, of the New Travellers Hotel, begs to notify the public that Mrs. KINGDOM is no longer in her employment since the 20th instant.
Hongkong, 27th July, 1906. [773]

A BROKEN-DOWN SYSTEM.
This is a condition of the body which is the result of many causes, and which is not easily understood. It is a simple weakness—a break-down, and it is the result of the body's system being overworked. It is a condition of the body which is the result of many causes, and which is not easily understood. It is a simple weakness—a break-down, and it is the result of the body's system being overworked.

VITAL STRENGTH & ENERGY
To throw off these mental feelings, and experience more than any other known tonic, so sure as it is taken in accordance with the directions accompanying it, will the shattered health be restored.

THERAPION NO. 3
THE EXPIRING LAMP OF LIFE
LIGHTED UP AND FRESH.
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Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila. [Q]

CITY OF PARIS, 2, FEDDER'S STREET.

CHEAP SALE
OF
MILLINERY, &c.,
FOR ONE WEEK.
Hongkong, 25th July, 1906. [768]

WANTED.
BY a Young Lady a situation as TYPIST. Open for immediate engagement.
Apply to—
"X. Y. Z."
C/o This Paper.
Hongkong, 11th July, 1906. [720]

A WONDERFUL DISCOVERY.
This is a condition of the body which is the result of many causes, and which is not easily understood. It is a simple weakness—a break-down, and it is the result of the body's system being overworked.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila. [Q]

Intimations.

FOUNDED IN HONOUR.
No doubt you have seen in the papers such announcements, as this—concerning some medicine or other:—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOLE'S PREPARATION
are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Huntley says: "The continued use of it in my practice, convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

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A. S. WATSON & CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
 O. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
 CO. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
 D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
 E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule 27.00
 B, C, and CO are excellent Dinner, Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR NERES WINES.

COGNAC BRANDY.

- A. OLD PALE 20.00
 B. SUPERIOR VERY OLD COGNAC 27.00
 C. VERY OLD LIQUEUR COGNAC 33.00
 D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
 D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House, and should be accompanied by the Writer's Name and Address.

Originals of letters and communications should be addressed to The Manager.

The Editor will not undertake to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 28, 1906.

EVENING CLASSES FOR HONGKONG.

Nearly twelve months ago, we commented on the action of the educational authorities in Shanghai in establishing evening continuation classes for the benefit of those who desired to increase their knowledge of literary and technical subjects. We had the temerity to suggest that the Government of Hongkong might be induced to follow the example of the northern Settlement, in order that the intelligent and studious youth of the Colony, who had been compelled to relinquish their day studies, might have an opportunity of extending their elementary education by attending evening classes. As a rule, to suggest innovations of such a character is to cry in the wilderness; but fortunately Hongkong is blessed with a Governor at present who is keenly alive to the advantages of education and loses no occasion to point out its potentialities. For many months His Excellency Sir Matthew Nathan has had the idea in mind, and when the school prize distributions were in flood in the early part of the year he seldom failed to refer to the proposed inauguration of evening continuation classes to be held under the auspices of the Government. The result of His Excellency's initiative and energy is now seen in the prospectus published in this week's *Gazette*. The evening continuation classes will begin on Wednesday, 3rd October, and the subjects which will be taught should appeal to a wide section of the younger generation. There will be three courses: commercial, engineering, and science, and the classes and subjects to be taught are graded to meet the requirements of the learner as well as the

advanced students. From a glance at the proposed work of the classes, it is clear that if the student diligently pursues his studies he is bound at the end of three sessions to have acquired a useful knowledge of the subjects for which he has entered. The commercial section which will doubtless be largely attended by those who intend to follow a clerical career, or are already engaged in city offices, is admirably framed for the needs of those whose education is imperfect in the essentials. The industrious pupil has the choice of attending classes in shorthand, book-keeping, commercial geography, commercial arithmetic, modern languages (French, German, Japanese and advanced English), and letter-writing. There are many in Hongkong besides those who are compelled to work for a living who would derive immense benefits from a course of instruction in two or more of these subjects. Shorthand is put in the forefront, but shorthand scarcely deserves that prominence. In the United Kingdom hundreds annually attend the opening classes in photography and sedulously commit outlines to their memories, but the drudgery of learning shorthand quickly palls and the students drop off until only half a dozen enthusiasts are left at the end of the session to claim the reward of their diligence. No applicant should be received as a pupil in the shorthand class unless he is thoroughly grounded in English, and we might go farther and say that no pupil should be admitted in the class until he has passed a fair examination in advanced English. Shorthand is merely an auxiliary, not an essential. It is amusing to hear people bewail the fact that they did not learn shorthand in their youth when every sentence they utter is punctuated with solecisms and marked by execrable grammar. Of course, shorthand is a desirable accomplishment, especially in a clerk; but it does nothing to train the mind. It is a purely mechanical art. If pupils studied English in the first place, acquired a working knowledge of commercial geography, and proved themselves reasonably proficient in commercial arithmetic, then let them take up shorthand, for the study of that subject will prove, in a measure, a lesson in mnemonics. For Chinese pupils, who have passed in English, shorthand is specially to be recommended; because the placing of the vowels teaches the recognised and proper pronunciation of words which are not often used in ordinary conversation. Nothing is more racking than to hear a presumably educated man stumbling over common words; the Latinist shudders when he hears a false quantity, but what can be said of the Britisher who blunders like a bull through his own language? Commercial geography will be illustrated by lantern views, and expositions are to be given on such matters as the birth of cities, transport, distribution of population, the world's markets and trade routes, etc. There should be a large number attracted to the class in commercial arithmetic, for among the questions to be dealt with under this heading are such brain-twisters as local currency, exchange problems, Chinese, Indian, and Japanese money and weights, partnerships, commission and insurance, etc. The teacher who seeks to inform the youthful mind of the causes which lead to the appreciation or depreciation of the dollar, and to explain the reason why the Singapore dollar is at a premium, and subsidiary coinage is rejected in Hongkong has a task before him from which even the redoubtable W. J. Bryan might shrink. Mr. Balfour has confessed that on the subject of bi-metalism he is as a little child, and how the problems of exchange are to be expounded and explained without reference to the monetary metals it is difficult to see. It will certainly be interesting to scan the examination papers submitted by the students at the close of the session. The engineering course comprises practical mathematics, applied mechanics and mechanical drawing. A very ambitious programme has been drawn up and no apprentice at any of the engineering yards in the Colony should fail to attend. If only the Chinese foremen in the Government yards could be induced to take up the study of the classes in this section they would benefit immensely, but it is to be feared that their lack of education in the three R's will exclude them from participating in the advantages offered under this section. Still, they could attend the commercial section in the first instance and work their way up to the technical class. If employers would only encourage their assistants to improve their mental equipment they would be conferring a boon on the youths under their control, besides helping to advance the interests of the Colony. At the same time, they would probably reap the benefits which flow from the work of intelligent and educated juniors. There will be two sessions in the year, the first beginning in the first week of October and closing two weeks before the Chinese New Year; and the second commencing two weeks after the Chinese New Year and closing in the last week of May. That is to say, the entire winter season will be devoted to evening continuation classes. The classes are open to all

who are over 14 years of age irrespective of nationality, but applicants under 17 years of age must produce satisfactory references. Students attending the classes will be required to pay a registration fee of \$5 on admission. At the close of the year the whole of the fee will be returned to any student whose conduct and progress are reported as satisfactory by the class-master, if the number of his attendances equals 90 per cent. of the possible number of attendances in the classes that he has joined; half the fee will be returned if the number equals 75 per cent. No registration fee will be charged students who continue their course of study for a second year. A fee of \$1 a month will be charged for the first class taken and one of 50 cents a month for each additional class. In the engineering and science classes a deposit not exceeding \$3 must be made by students who have the use of any instruments or apparatus of value. This fee will be returned to the student at the close of the year if the instruments and apparatus have received no damage at his hands. It is also stated that the students will be required to do home lessons. Surely that is a mistake, unless the lessons are very short. How can a working apprentice or a clerk who may be working all day and into the night find time to write up his home lessons unless he steals his master's time or denies himself all recreation? A student attending classes every night of the week could not possibly do home lessons which would in any way indicate his progress; he could not do himself justice, and to suggest that unless his home lessons are up to the mark he will be disqualified for a prize is to discourage the plodding student who is chained to his daily toil and give an unfair advantage to those who are not compelled to grind their hearts away at a desk every day. As previously noted, students are required to deposit \$5 as a registration fee and pay class fees in addition. Now it cannot be gainsaid that there are many poor boys in Hongkong, Europeans and Chinese alike, who would be only too glad to take advantage of these evening classes, but cannot find the money to pay fees. Would it not be possible to establish scholarships for such boys so that they could increase their education? The system is common in Great Britain. The applicant is required to pass a competitive examination, and on doing so is allowed to attend whatever classes may suit him. All that is required is that the applicant should prove his parents are unable to provide the money for his fees. But perhaps that will come in time. We earnestly trust that these evening classes will prove a success, not only for the sake of the pupils but also, as some recompense to His Excellency the Governor who has given so much consideration to the scheme. The Hon. Mr. A. W. Buxton, Dr. G. H. Bateson, Wright, Mr. E. A. Irving and Mr. E. N. H. Jones, A.M.I.C.E., are the members of the Supervisory Committee, and Mr. W. H. Williams is the organising secretary. We trust that all employers in the Colony will personally advise the youthful members of their staff to attend these classes and that no opportunity will be lost to extend their scope and efficiency. To allow these classes to fail for want of support would be nothing more or less than a city scandal.

IN DEFENCE OF THE CIVILIAN.

Whenever a civilian discovers a grievance he immediately assumes that the police are to blame and promptly decides that their presence in the city is more ornamental than useful. It is perfectly true that the police are occasionally far more interested in some coolies who are passing an idle hour by playing the Chinese equivalent of pitch and toss than attending to more important affairs. There are those, probably, who would accuse the police of being responsible for the subsidiary coinage nuisance. But, after all, the police are very much in the hands of their superiors and seldom encouraged to act absolutely on their own initiative. When they do the real character of the men appears, as was evidenced by the case in which Inspector Langley was prosecutor at the Magistrate's day. As a result of that case, which is reported in another column, the ricksha-coolies will probably think twice in future before they victimise a civilian. The Inspector had just arrived from the New Territories, and being in plain clothes and apparently a stranger he appeared to be fair game for the ricksha men. When they saw him leave the Hongkong Hotel they naturally thought that they had discovered a simple tourist, and one bolder than the rest pounced upon the Inspector with a demand for 80 cents. Now, a tourist or a newcomer to the Colony would probably have handed over a few cents to the coolie in order to get rid of his clamour and disturbance. No doubt the coolie reckoned upon that, for not only did he yell and shout imprecations at the Inspector but he also induced others of the gang to join in the chorus of abuse and clamour. The Inspector steered his heart against the howling derisives, and if human nature is to be depended upon at all, laughed in his sleeve

at the folly of the ricksha man, who had originally demanded money for a ride which had never been taken. Inspector Langley led his unsuspecting quarry right into the jaws of perdition, to wit a European constable, and the luckless wight was led to gaol to meditate over the inequalities of this world, where police inspectors look like civilians to the discomfort of hard-working individuals like himself. When the case was called, it seemed, according to the report, as if the Magistrate was unable to find any by-law under which the coolie could be convicted. Given a copy of the statutes of the Colony, and a copy of the by-laws, together with a glance at the terms of the ricksha licence, it is safe to say that any ordinary layman would quickly have found a section under which the coolie, who was nothing more or less than a thief foisted on his prey, could be dealt with. Inspector Langley prosecuted with an aptness of illustration and suggestion which is seldom found in police court reports. He pointed out a fact which is only too true, that had it been a civilian who was the victim of the coolies' importunity, he would probably have called an Indian or a Chinese policeman who would have believed the coolie and hailed the unfortunate victim to Court on a charge of refusing to pay his fare. The police force might keep that fact in mind. Nobody would have given any attention to the civilian's story; the coolie would have mustered a crowd of "witnesses," and if the alleged fare had escaped with a fine for attempting to defraud the poor coolie, instead of being charged also with assaulting the police and being drunk, he might have considered himself in luck. Fortunately, it was a sensible and highly-intelligent police inspector who was baited and the coolie is the sufferer. No longer will he be able to swindle strangers for his licence has been cancelled, and if his example serves to deter other ricksha men from the old practice of "squeezing" the visitor he will not have lived in vain. Inspector Langley deserves the thanks of every one in the community for his manly championship of the civilian and his straightforward and common-sense statement of the pitfalls which await the civilian at every point.

LOCAL AND GENERAL.

The names of Mr. L. G. Bird and Mr. A. R. Austin have been added to the list of authorized architects in the Colony.

The departure from Douglas wharf of the s.s. *Hongkong* for Macao to-morrow is fixed at 9.30 a.m. She returns from Macao at 3 p.m.

Mr. David Wood has been appointed a director of the Widows and Orphans' Pension Fund in succession to Mr. E. C. L. Lewis, absent from the Colony.

It is notified in the *Gazette* that His Excellency the Governor has been pleased to direct that Sunday, the 6th of August, being a Bank Holiday, shall be observed as a holiday by the Government departments.

YUNG Tsun (13), who was remanded recently for stealing a cash box containing one gold watch and a finger-ring, valued at \$18, and a promissory note worth \$50, was dealt with by Mr. H. H. J. Compertz, at the Police Court yesterday. He was ordered to be birched and to be confined in gaol for three days.

News from the New Territories which arrived in the Colony to-day is to the effect that the squall which swept this Colony on Thursday did considerable damage to the rice crop. The river rose several feet and flooded the paddy-fields; huge trees were uprooted by the winds and blown yards away, while the heavy rains did not do any good to the mud huts, some of which are near collapsing.

The local authorities have given instructions to the Chief Superintendent of Police, to interview the head monk of the Mei Chow Temple, in the western suburb, to discuss the subject of utilising a large piece of vacant land in front of the temple for the purpose of erecting a public market. The plan of this market is said to be similar to that of the Hongkong central market. —*Canton Daily News*.

The body of a Chinese boy was seen floating in the harbour early this morning, and removed to the mortuary by the police. A Chinaman, who heard of the recovery of the body, attended at the morgue and identified the body as that of his son, who was drowned a few days ago during the squall. He said, on being questioned, that his son and himself were rowing for shelter when the squall struck the Colony. A strong wave swept his boy into the sea. He jumped into the water to save him, but the boy had already disappeared.

To-day was an extremely dull day, at the Magistrate's. With the exception of a few opium cases and a few petty matters it was a day for gamblers. Fourteen men were arrested gambling at No. 44, Aberdeen Street, yesterday. The two leaders were fined \$15 each and the remainder \$2 each. Eight men came from No. 51, Staunton Street, and they were ordered to pay similar fines, except in the case of one, who had a previous conviction, and he was mulcted in \$50. West Point came out first in the matter of fines. They had five men from 4, Torsion Street. The leader was fined \$25; another, who also was the owner of a previous record, \$20 and the others \$3 each. The New Territory (Cheong-chau) contributed six boatmen for gambling on the foreshore. They admitted the charge and paid \$2 each.

HONGKONG SURPRISED.

A JAPANESE HINT TO SLEEPY DRONES.

Just as the cocks began to crow this morning, residents in the vicinity of Queen's Road were awakened by a tremendous hubbub. At one moment it seemed as if an army was on the march through the city. The dull thuds of a big drum reverberated and re-echoed in the still air. The Hungtutes were upon us, and trembling coolies hastily gathered their two pieces of ribbon and a hairpin, all their worldly possessions in fact, and started to run. Before they had time to loot a sleepy cigarette-dealer's stall, the cannon-beats ceased, and the weirdest cawwelling that has been heard for many a day startled the ear. It seemed as if the Inferno had been let loose. The Chinese amateur musician has a happy knack of giving excruciating agony when he is in the mood, but even he and his tribe slunk away in face of this masterpiece of discord. Then a steam-engine, or something resembling it, had an innings. It was a gross travesty of the real thing. By-and-by, when the excitement of the nervous and the curiosity of the stolid had been aroused to fever pitch, and all the balconies were crammed with half-naked, and in the case of the children absolutely naked, humanity, the modern morning marauders made their appearance. It was a band, and a Japanese band at that. Right bravely they stepped out, and swaggered, and strutted like peacocks, on a frosty day. First came an imitation Wee Macgregor—with "toorie" complete. Above, below and behind him was a monstrous drum; nothing could be seen of the drummer except the top of a diminutive cap and a wagging arm. Sometimes the arm made a violent swing only to miss the drum altogether. Two sweeping swags of that sort would have swiped Hongkong into the middle of next week. The feat was an impossible one, but trust a Jap to work wonders. Once the semaphore shot out and caught the man with the flute a resounding whack on the head. The sound was scarcely different from that evolved from the drum. Perhaps it was part of the business, for there was a fierce and sanguinary encounter in which the drum gave forth amazing wails. The drummer simply flattened himself behind his entrenchments. When the scrap finished, the crowd on the walk became angry; they shouted "hurroo" and "maskee" and "give 'im what for." They grew ratty, but the band played on. The next man was a pocky individual who nearly blew his head off in a vain effort to get an immense brass machine to speak. So big was the brass paraphernalia in which he had wrapped himself that he had never had time to polish it. On one occasion there was a distinct groan heard from the interior of the instrument, but whether it was an echo of the people's applause or a dying effort on the part of the musical gladiator the world will never know. There was also a cornet in this great and glorious, purely Oriental procession, a cornet made for show. It did its duty by doing nothing, to the intense delight of the spectators. It had evidently had an epileptic fit; foam oozed from the nozzle and left a track on the road as if a worn-out racer had passed. The cornet-player gasped and puffed and rattled his finger-bones on the keys, supremely content with himself. Then there was the giant—he had the flute of course. Most giants are born tired, and although the Japanese are ahead of people in most things, as everybody knows, this giant also had spells of larciness. He would blow for half a second and scare the wits out of all the cats in the neighbourhood. Painful dogs rushed out of alleys to see this wonderful specimen of the feline tribe and ran back howling with terror. When the flute started the drum stopped and vice versa. Of course the drum, although in the lead, had no idea where it was going. It was guided by the flute. Once the drum fell over an ash barrel and the flute nearly smothered it. Another time the flute only saved the drum from extinction in a gutter-puddle by a smart crack over its head. That was the band. A host of ragmuffins had been pressed into service to carry banners with many strange devices. All the Chinese coolies said they could easily read the devices, but when asked to interpret they replied that the words could not be translated into English. Which is unfortunate. There were blue, red and green banners; there were banners of white and banners of all the colours in the rainbow. Some of the banner "men" thought their duty was to twirl their trophy, as fast as possible, so that the quickness of the hand might deceive the eye. It was a magnificent spectacle and would be very stimulating if anybody knew what it was all about. It certainly got people out of bed in a hurry. One or two were heard to inquire whether it was 6 a.m. or 6 p.m. Probably other districts will have a visit a few minutes past midnight this morning. If so, Queen's Road residents will wish them joy.

THE fee for the bacteriological examination in the Government Bacteriological Institute of, and report on, any chemical disinfectant will be \$25. The Government impose the condition that the report shall not be published or used as an advertisement without the permission in writing of the officer furnishing the report having been previously obtained.

THE following proclamation was issued by the Canton-Hankow Railway Company on the 4th day of this month. "The Railway Company has rented the former Liang San I Tong, in the Ta Tung street for the purposes of the General Revenue Department and a day must be chosen on which to start work, and the rules and regulations of the Department must be drawn up. For these purposes we respectfully ask the merchant-guilds, the charitable institutions, and the deputies to assemble on the 6th and 7th day at 12 o'clock in the Ai Yu Hall to deliberate on these questions. All gentlemen are also asked to bring their personal seals, in order that the regulations may be signed and sealed, to state their age, dwelling and occupation." —*Canton Daily News*.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

DESPERATE HUNGHTUTES.

LIAOTUNG ADMINISTRATION.

ROBBED.

MARAUDERS CAPTURE 110,000 YEN.

[From Our Own Correspondent.]

Shanghai, 28th July,

10.40 a.m.

A large body of Hunghtutes attacked the village of Putsow, which

is situated in the north-east of the

Liaotung Peninsula.

The marauders stole 110,000 yen

which had been collected as taxes

and were about to be remitted to the

Liaotung Administration.

DROWNING & DECAPITATION.

POLITICAL PRISONER'S PREDICAMENT.

When the s.s. *Hanoi*, Captain Merlees, left

Haiphong on Wednesday she had amongst her

passengers a Chinaman named Li Wong

Cheung, a political offender and a murderer,

who had been deported under extradition pro-

ceedings, he being very much wanted by the

Chinese authorities, in order that he might

answer to them for his crimes and suffer the

penalty for his offences. Having, no doubt, a

very good idea of the fate that awaited him as

soon as he put foot on Chinese Territory, while

on board he pondered over the situation, and

apparently preferring death by drowning,

(unless picked up by a junk) to death by

decapitation, he seized a moment when his

guards, two French Gendarmes and a Chinese

detective, were off their guard, and when the

Hanoi was off S. John's Island, sprang over-

board. The weather was very bad at the time,

and the sea very rough, but notwithstanding

that the captain, who was on the bridge at the

time, and observed the occurrence, immediately

stopped the vessel and turned her round and

ordered a boat to be lowered, which was

promptly done, while life-buoys were flung to

the man. The latter turned on his back and

floated, taking on the semblance of death, and

making no effort to secure either of the life-

buoys flung to him. However, the boat in

charge of Mr. J. Hanson, second officer, and

four sailors soon reached its quarry, and had

the man, still feigning death, aboard. Arriving

back at the ship's side, which was a somewhat

difficult matter, owing to the condition of

the sea, the boat was hauled up, and the

culprit very soon brought back to that

consciousness which he pretended to

have lost, and was then clapped in irons

and confined in a cabin until the arrival

of the vessel in port, when he was transferred,

in charge of his guards, to the Canton boat

last night. His further history is a blank. The

boat was somewhat damaged owing to the

rolling of the s.s. *Hanoi* as it came alongside,

and, of course, the two life-buoys were lost, but

the delight of the gendarmes on recovering

their lost prisoner was exuberant, and they

rushed to thank the captain for their salvation

from the degradation that would have awaited

them had they lost their prisoner. From the

time the man jumped overboard to the time

he was rescued and the s.s. *Hanoi* enabled to

go full speed on her course again was just

twenty-five minutes, which was certainly a

remarkable performance considering the con-

dition of the weather. This is the second

rescue that Captain Merlees has effected at

sea in the last few years, the first being that of

44 Chinamen and two Germans in 1901, and his

prompt action and strong humanity are certainly

deserving of recognition in the proper quarters.

C.P.R. ENTERPRISE.

VANCOUVER TO AUSTRALIA.

That the management and directorate of the

C. P. R. company maintains the sweeping com-

prehensiveness of vision demanded of a con-

cern of such magnitude in days when the

keenest intellects compete in the wide field of

world commerce, is sufficiently evident from a

special despatch to *The World* (Vancouver)

from Ottawa where, the despatch states, a well-

founded report is current that the company

will put line steamers on the Pacific route,

Vancouver to Australia, which will shorten the

voyage by three days' time. The new boats

will be equal in speed to the *Empress* steamers

on the Atlantic.

That the report should have gained credence

is not to be wondered at. It is in complete

accord with conditions as they now exist. So

long ago as 1898 or 1899 Sir William Van

Horne, on a visit to Vancouver, announced

that the time was coming when the *Empress*

would be placed on the Australian route. Since

that time conditions have changed enormously

and a preferential tariff for Canadian goods is

now talked off in Australia. A reciprocal

arrangement would follow. This latest move

of the big rail and steamship company will

place the Vancouver route in a position greatly

superior to the Suex route in relation to the old

country. Nor is it too much to say that when

the Panama canal has been opened, and a

waterway established from ocean to ocean, the

Pacific route, traversed by steamers of the

speed indicated in the despatch, would be-

come the great ocean highway between the

populous mother country and her strong and

growing daughter nation.

SHIPPING AND MAILS.

MAILS DUE.

Indian (Lightning) 29th inst.

G. (Prins Eitel Friedrich) 30th inst., to a.m.

German (Bayern) 31st inst.

Australian (Eastern) 31st prox.

Indian (Sulawesi) 5th prox.

American (Siberia) 6th prox.

The C. P. R. Co's s.s. *Athenian* arrived at

Vancouver at 3 p.m., on 27th inst.

The C. P. R. Co's s.s. *Montezuma* arrived at

TELEGRAMS.

[Reuters.]

Russia.

LONDON, 26th July.
An official statement, issued in St. Petersburg, justifies the dissolution of the Duma on the grounds that it, from the outset, overstepped the limits of the law, consistently discredited the Government, attempted to usurp executive power, and raised unrealistic hopes by their agrarian programme.

Later.

Russian Stocks.

Russian stocks are recovering.

The Education Bill.

The report stage of the Education Bill, has been completed by the application of the closure.

The Situation in Egypt.

Sir Henry Campbell-Bannerman presided at a meeting of the Imperial Defence Committee, at which, it is understood, that the situation in Egypt was considered.

Lord Cromer and General Sir Francis Wingate, the Governor General of the Sudan, attended.

NEVER VENTURE NEVER WIN.

COOLIES' SAD MISTAKE.

A ricksha coolie, who takes up his stand outside the Hongkong Hotel, made a sad mistake on the evening of the 24th instant, and now he is the loser of one month's earnings, and when the police have finished with him he will be minus his licence. There is no doubt that this trick has been played with some success on unsuspecting civilians, as was related in the Police Court this morning, but the coolie went over his boundary when he tried it on a police inspector. On the afternoon of the 24th instant Inspector Langley, who was in multi at the time, was returning from the New Territory in the police pinnace when he decided to land at Kennedy Town and pay a visit to his brother who is in hospital. At Kennedy Town he boarded a tramcar, alighted at Eastern Street, and walked the remainder of the way to the hospital. After he left that institution he returned in the same way and entered a car at the corner of Eastern Street and stopped at the Post Office. He entered the Hongkong Hotel and was on the street again before a second car had time to pass. Immediately he got outside a ricksha coolie rushed up to him and yelled, "Pay money!" Inspector Langley, who said he had not sat in a ricksha for the past half year, was surprised at first, but thinking that it was a case of mistaken identity, waved the coolie away. This had no effect, so he asked, "What for pay money?" The coolie replied, "What for? You no pay ricksha?" The coolie said he wanted eighty cents and as none was forthcoming he and a few others followed the inspector, jeering the while and throwing in foul language at intervals, giving vent to their feelings. They followed the officer until near the ferry wharf, and when they saw that he was making for a constable, the coolie turned round to bolt but was stopped and given in charge. The case could not be heard the following morning, owing to the sudden departure of the inspector for duty in the New Territory. He was to return the next day, but the spirit which struck the Colony, flooded the rivers in the New Territory, making transportation impossible. The inspector returned this morning, and the coolie was placed before Mr. Hazeland, on a charge of persisting in trying to obtain a fare. The inspector gave evidence, and the coolie said he was certain the inspector engaged this vehicle.

His Worship—When did he engage you and where did he go?

Defendant—He engaged me outside the Hotel and drove about Queen's Road.

His Worship—This is the first case of the kind that has come before me. I can't see where obtaining money by false pretences comes in?

Inspector Langley—The very fact that when I approached the constable to give defendant in charge he attempted to escape shows it was a trick. He would not have attempted it on me if he knew I was an inspector.

His Worship—Oh, yes.

Inspector Langley—If this coolie attempts such a trick on me, your Worship, it will show how the civilians are impudently upon.

His Worship—Have you heard of a similar case?

Inspector Smith (interposing)—There have been cases of the kind, your Worship, but they have not come to Court.

His Worship—But then the coolies should be given in charge on the spot.

Inspector Langley—Yes, your Worship, if the civilian chances to meet a European constable who can listen to his story. But if it is an Indian or Chinese policeman the coolie can make himself understood first and the result is that the civilian is arrested and charged, and the coolie's story is believed.

His Worship—It might have been a mistake in identity?

Inspector Langley—A very sad one, your Worship. There are very few people who resemble me in the Colony. (Laughter.)

His Worship held that defendant was guilty of the charge and fined him \$50. The police will cancel his licence.

THE "CHINKING" "ALACRITY" COLLISION.

The arrival of the s.s. *Chinking* in Shanghai after her collision with H.M.S. *Alacrity* reveals the fact that one of her chief officers had the narrowest escape of his life. He was lying in his bunk when he heard the first crash of the impact as the *Alacrity's* bowsprit swept a portion of the *Chinking's* main deck. Springing from his bunk, he made for the door; but remembering some valuable papers in his bureau, turned to recover them. The next instant there was a second crash as the bowsprit of the *Alacrity* tore through the side of the *Chinking*, exactly over his bunk. At the same moment, some heavy stuff above, came through the cabin and smashed on to the bunk to the exact position where the officer's head had been but a few moments before. It is said that the officer reached the passage way in record time. So great was the force of the impact that the *Chinking's* cargo of bean cake was jammed into a solid mass and when the ship was lightened, had to be dug out with axes. Had the bow of the *Alacrity* been a straight one instead of fiddle-shaped, the *Chinking* would have been cut in two.—*Shanghai Times*.

THE AMERICAN COURT IN SHANGHAI.

RECEPTION TO JUDGE WILFLEY.

An informal reception was held at the American Court on Saturday morning, reports the *Shanghai Times* of July 23, when the Committee and several other members of the American Association, as well as some half-a-dozen well-known American and British lawyers and a sprinkling of the general public attended to bid Judge Wilfley welcome on his arrival here to occupy the Bench of the newly formed American Court in Shanghai.

The gentlemen present were introduced to his Honour by Mr. J. L. Rodgers, Consul-General, and greetings having been exchanged all round, the Rev. Dr. Gilbert Reid, President of the American Association, stepped forward and said:—Judge Wilfley, the American Association, through the few of us who meet here this morning, are glad to extend to you a most hearty welcome to the cosmopolitan community of Shanghai, in which Americans from the opening of this place as a treaty port 64 years ago, have formed by no means an inconsiderable element not only in the commercial, but in the missionary and educational departments.

We congratulate you on being honoured by our Government, to lay the foundation of an American judicial system in China, as distinct from the purely administrative duties of our Consular service, and so illustrating one of the prime characteristics of our federal and state constitutions—an illustration all the more important at this present time, when China is seeking for new forms of constitutional government. This distinction of administrative and judicial functions of government has been already illustrated in our midst by the able representatives of our English cousins, and I am sure that we all agree that the high standard of English sense of law, justice and equity had done much to exalt all Western civilization in the eyes of the Chinese. After your wide experience in judicial matters among another Oriental people you are well fitted to maintain the standing of the new American Court in China, and if I may be allowed to add, especially fitted, as Shanghai, in some way or other, seems connected with Manila.

The different American Consuls-General in Shanghai, in spite of the complications incident of a combination of administrative and judicial duties, have for the most part, all through the years, possessed judiciousness and fairness, in the decisions they have been called upon to render, but with the increase of work attached to his Consulate, if for no other reason, we are glad, and I think our esteemed Consul-General is also glad, that two men, rather than one, are now designated to look after our varied American interests in two separate, but mutually harmonious, official capacities. As an Association we take some credit to ourselves in helping to bring about this most desirable result. In fact this was one of the objects for which the Association was originally started. We assure you of our hearty support, as you enter on your new duties. The more you are able to exalt the judicial character of this Port, the more you will be held in esteem by this Association and by the best in this Community of all nationalities. I presume we also hope that if ever we have a case to come before you, you will find some way, of course in strict legality, for us all to always win. Being peaceable Americans, you as Judge may perhaps have little to do, but none the less we are glad an American Court for China has been formed, and that you, Sir, have been the first to be selected to preside at its sittings. We wish for you many happy years in our midst.

Judge Wilfley replied as follows:—Mr. Rodgers, Dr. Reid, gentlemen,—Certainly I am very much pleased at this reception this morning. I am gratified to find American characteristics so prominent at the outset, hospitality, love of justice, and the desire to win cases. I am sorry that I am not in a position to discuss the situation here. As Dr. Reid has very properly said I have been transferred from Manila, on which I am in a position, I think, to make a speech, but not on Shanghai, where the situation is so strange that I know absolutely nothing about it. Of course I appreciate the high honour and distinction of this appointment. I feel that I only know in a general way the scope of the work that is cut out for me here by the Washington Government, but by the kind assistance which I have been receiving and will, I know, continue to receive from the Consul-General here and from you, fellow-Americans, I will in a comparatively short time gain a knowledge of the situation that will be of great use to me and enable me to undertake this work. It is gratifying, as I said at first to know that Americans here take an interest in the establishment of this Court, as you gentlemen have manifested here this morning. Under our form of Government the Court cannot accomplish much without the support and confidence of the community in which it operates. The success of any Court in Anglo-Saxon countries depends largely on the character of the bar that practices before it and of the community in which it operates. I need not tell you that the great overmastering, ruling power in all Anglo-Saxon countries is public opinion, and of course Shanghai is no exception to the rule. You, Gentlemen, who are assembled here no doubt go far in fixing the public opinion of the place in which we live, and on that account, and by reason of the kind, enthusiastic and active interest that you have taken in the establishment of this Court and that you now take in it, I feel I have great grounds for hope and courage. As to our English brethren, cousins or whatever relation they may be—at any rate it does not make any difference what the terms are—we have heard much of their good work here, and we feel very much at home—at least I do—when ever we are associated with English lawyers. It does not make any difference where we may meet. I know that from the standpoint of Americans we are very proud to claim them as our ancestors and I hope they are equally gratified to recognise us as their offspring. In their work here they have met with very great success in the Court which they have established. No doubt their Court as run on the lines they have adopted will be of very great value to us here. Strange as it may seem, I have not seen the Act of Congress establishing this Court, and I do not know what its rules will be, but I am sure they will proceed along the lines of Anglo-Saxon jurisprudence, modified no doubt, in minor details, to adapt them to local conditions. I thank you again for this most kind reception, which I can assure you I appreciate more than I can say. (Applause.)

The proceedings soon afterwards terminated.

FAR EASTERN DOCKS.

Commercial Intelligence publishes an interesting article on the docks and shipbuilding of the Far East, and after a long description of and praise for the Japanese yards, has the following to say about the British enterprises of the mainland.

"A striking fact about the Japanese shipbuilding and dock concerns is that they are all capable of accepting and carrying out building contracts of considerable magnitude, which is not the case with any other concern anywhere East of Port Said. Of course, they have to import a considerable amount of their material, but to have the others: There appears to be considerably more technical knowledge and skill in the private yards of Japan than in any of the concerns working in the British possession of the East or in China. What is more, the class of material purchased in Great Britain by the Japanese yards is far higher than is the case with similar concerns at either Singapore, Hongkong or Shanghai.

"In view of these facts it is difficult to see anything bright in the prospects of those dock companies working in Hongkong or Shanghai, and I must again very strongly advise British investors to abstain from providing capital for any such concern that is likely to be offered in London."

There is an evident bias in the above remarks and an unfair reflection in the skill and knowledge of the technical staff of the British concerns. That a Britisher should voice the opinion that there is more technical knowledge and skill in the private yards of Japan than in the establishments at Singapore, Hongkong, or Shanghai, shows to what extent some English writers will stoop even in their fulsome praise and adulation of their allies. When we remember that Britain has excelled the world in shipbuilding and some of her best men have created the industry in the Far East and have brought it to its present prominence, the reflection on such engineers as D. Don, Nicholson, Danby, Wilson, Twyman, and others is decidedly unflattering. It is quite evident that the writer has assumed this superiority of the Japanese over his own countrymen, on the fact that the Japanese yards have turned out and equipped some larger ships than the other yards of the East.

It is merely a circumstance of accident and location, where the Japanese Government have purposely encouraged the building of certain vessels in her own yards under the supervision of her foreign trained shipbuilders. While admitting the initiative skill of the latter, we cannot endorse any opinion which places them in a superior position to the type of British Engineers who have managed the other enterprises in the Far East. If there had been the same opportunity to build the larger ships, there is no doubt about their ability to carry out the contract successfully and with superior intelligence.

As to the class of material purchased for Japan being better than that supplied to the other Far Eastern companies, it follows naturally after the above explanation that the Japanese have been and are getting higher grade materials for the construction of the many war vessels now under contract. The majority of this work could have successfully been carried out by two or three concerns on the China Coast, if political influences had not sent the orders to Japan, in which event the statement would have been reversed.

There is one point, however, in the article referred to, which bears considerable weight, and though it smacks of stock-jobbing or an attempt to "beat" the shares of the Coast concerns, the statement has some foundation.

"It is difficult to see anything bright in the prospects of those dock companies working in Hongkong or Shanghai," states our contemporary, and as a matter of fact which has been verified, the truth of this is apparent.

No other industrial enterprise has experienced such a boom in this part of the world, as docking and shipbuilding. In regard to the docks at Hongkong, where up to the present they have had a complete monopoly, they must shortly face a severe competition for the big dimity Dock will divert the docking and repairing of British naval vessels; the immense new dock at Quai Y Bay will make further inroad on their old business, and the arrival at Manila, of the big American Dock Company will keep American naval vessels away from the coast. In Shanghai, during the past year, the Kiangnan Arsenal dock has been converted into a commercial enterprise entering as a stiff competitor for the work at that port, formerly monopolized by Farnham, Boyd & Co., and now the Japanese Kawasaki Dock Company has publicly stated its intention to also establish works at that port. (They have since abandoned the scheme.—Ed., H.K.T.)

The Mitsui Bishi, Kawasaki, Uraga and Yokohama Dock Companies, the Osaka Dock Works and other smaller concerns on the mainland are all reaching out, and advertising for business in China and the Far East, and evidently mean to get it.

In addition to the larger enterprises on the China Coast at Hongkong, Shanghai, and Singapore, all the secondary ports now have their own docks and ships for handling the local and coast trade.

With the entrance of the Japanese in the field, adopting modern pushing business methods, and a determination to succeed, it behoves the other firms on the mainland to throw off some of their insular conservatism and face the issue, fighting the competition with their own tactics. Otherwise, the inevitable loss of business and consequent shrinkage of dividends and value of their stock will follow.

The correspondent of the *Commercial Intelligence* has evidently had this in mind, in warning home investors against providing capital for docking enterprises in the Far East.—*Far Eastern Review*.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$800, Hongkong Fires \$315, China Fires \$80, H.K. C. and M. Steamboats \$27, Douglas's \$46, Raubs \$38, Humphreys \$11.50, China Borneo \$8, China Providents \$9, Green Islands \$8, Tramways \$33.5, L. S. \$240, Light and Powers \$10.

Sellers:—Canton Insurances \$340, Shell Transports 27/6, China Sugars \$145, West Points \$50, ex div, Hotels \$125, Cottons \$14, Electrics \$15, Ropes \$39.

Sales:—Hongkong Banks \$847, Hongkong Linds \$111, Humphreys \$114.

Nominal:—National Banks \$47, Indos \$70, China and Manila \$30, Hongkong Docks \$153, Kowloon Wharfs \$106, Shanghai Docks \$15, 91, Hongkong Wharfs \$15, 230, Dairy Farms \$161, Watsons \$13, Powells \$101.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 27th July:—A slightly firmer tone prevails and the general aspect of the market both locally and

in the North has shown a perceptible improvement.

Banks.—Hongkong and Shanghai Banks have again materially appreciated and close firm with buyers at \$845. The London quotation has not changed. Nationals have been placed at \$47.

Marine Insurances.—Apart from a drop in Unions to \$820, rates remain weak and unchanged and we have nothing else to report.

Fire Insurances.—China Fires continue in favour at the slightly improved rate of \$89. Hongkong Fires can be negotiated at \$115.

Shipping.—China and Manila were done at \$20. Douglas's have advanced to \$46. Hongkong, Canton and Macao Steamboats after sales at \$27 close in further request. Indochina has been the medium of a fair business between this and Shanghai at \$71 and \$70 closing steady at the latter rate. The Shanghai quotation is Tls. 52. Star Ferries are quoted at \$29 and \$20 for the old and new shares respectively.

Refineries.—We have no business to report in China Sugars which continue dull and on offer at \$45. Luzons have buyers at \$20. Sales are reported of Perak Sugars at Tls. 100 cum new issue.

Mining.—Chinese Engineerings are to be had at Tls. 10. Orientals are quoted at G. \$14 and Ruubs at \$31.

Land, Mines and Buildings.—Hongkong Lands were sold at \$1114 ex the dividend of \$34 paid on 25th inst., but close quiet at that rate. Kowloon Lands are obtainable at \$38. Sales have been effected of Anglo-French Lands in Shanghai at Tls. 102. West Points are fixed at \$50 ex the dividend of \$2 paid on 25th inst. Hongkong Hotels may probably be placed at \$125. Humphreys' Estates have been disposed of at \$114 and \$114. There are sellers of Shanghai Lands at \$15, 110 ex div.

Docks, Wharves and Godowns.—It is announced that subject to audit the directors of the Hongkong and Whampoa Dock Co. will recommend at the forthcoming meeting of shareholders a dividend of 12% (or \$6 per share), write off about \$60,000 and carry forward about \$393,000. In consequence of this Hongkong and Whampoa Docks rose from \$148 to \$55, at which rate business was done. At the close, however, shares are easier and procurable at \$53. Kowloon Wharfs are unchanged but weaker at \$106. During the early part of the week Shanghai Docks changed hands at rising rates up to Tls. 95 after which a reaction set in and at time of writing shares can be got at Tls. 91. Hongkong Wharfs have gone up to Tls. 230 and have inquiries at this price.

Cotton Mills.—Are somewhat firmer all round. Ewos have improved to Tls. 74 and are wanted, while Internationals have buyers at Tls. 60 and Soey Chees at Tls. 303.

Miscellaneous.—Green Island Cements have been booked at \$284. Dairy Farms are quoted at \$5.61 and Boniers at \$8. China Providents and China Light and Powers were dealt in to some extent at \$9 and \$10 respectively at which rate more shares can be fixed. Hongkong Electric are dull and without business at \$15.

Langkats after offering at Tls. 217 have experienced a sharp rise and have been the means of extensive business in Shanghai at advancing rates to Tls. 225 closing strong in demand. Transactions are reported in Sumatras at Tls. 73, and a few Watsons fetched \$13.

YARN MARKET.

In their report dated 13th instant, Messrs. Phipps & Co. write:—In one of our previous circulars we had given expression to an optimistic view of our Yarn market, which unfortunately proved premature at the time, but on the principle of action and reaction, we are to-day again in a position to report recurring signs of the same optimism and the long continued depression and stagnation have given place to liveliness and activity, and it is with feelings of genuine pleasure and relief that we have to lay on record a revival all along the line, be it Bombay or Hongkong or Shanghai. Bombay is favoured with a timely monsoon and is again brisk and a good business is reported on the strength of encouraging news from Hongkong where the market during the first part of the fortnight under review held steady at last mail's prices. Importers freely met purchasers and put through a very considerable lot both for spot and forward deliveries. Confidence having been restored, operations again came forward and made purchases at current rates in the hope of profiting themselves when prices improved, or of making an average on their previous high priced settlements. Inspired by the wire saying:—Once bitten twice shy—Comproducers are quite wary as to the Chinese Hongts they deal with and they keep aloof from doubtful operators. During the close of the fortnight, an improvement of dollars one to two per bale is noticeable in the best and selected threads.

Shanghai, too, has the same rosy picture to present. There the past fortnight has been marked by a large volume of business, larger than Hongkong in quantity, though lower than Hongkong in prices, but clearances are brisk.

Merchants are still sceptical as to what extent credence should be placed on the recent Japanese announcement to open Manchuria to foreign trade from the first of September next. Japanese dealings in Newchwang and Daini are still fresh in the minds of foreign merchants. Until now Japanese merchants have been accorded good footing in Manchuria, and their prior settlement will be to no small detriment of the other foreign merchants. All the same, if once Manchuria is opened on equal footing to all, then will be greater and wider field of business and sufficient scope for all. This is no doubt very happy news for dealers in yarn, for it will in time come naturally relieve local holders of their heavy stock and signs of such improvement are perceptible from now.

No. 202.—A good business reported in this count at an advance of \$1 per bale.

No. 161.—A satisfactory business done in this count at last mail's rates.

No. 122.—Prices show an improvement of a dollar, with a good buy at passing.

No. 102.—The extreme low rates induced business. Prices show improvement of from \$1 to \$2 per bale on last mail's rates.

No. 82.—Only two selected threads changed hands at current rates.

No. 62.—No business reported. The market firm and steady.

Sales during the past fortnight—100 bales of No. 82; 4,830 bales of No. 102; 1,210 bales of No. 122; 735 bales of No. 161, and 3,100 bales of No. 202; in all about 9,975 bales.

It is also reported that about 5,000 bales have been contracted for forward deliveries, in addition to the above mentioned sales.

Arrivals.—Per Steamers *Kumsang* and *Kulsong* (from Calcutta), and *Austria*, *Kagohima Maru* and *Moldavia* (from Bombay) of about 12,500 bales for this port and about 9,500 bales for Shanghai.

Shipments.—To Shanghai and Northern Ports about 7,100 bales.

Unsold Stock.—About 75,000 bales.

Uncleared Stock.—About 60,000 bales.

Cotton.—Sales are reported, of about 350 bales at \$23 to \$25 per picul.

Local Yarn.—Sales about 550 bales of No. 102, at \$90 to \$96.

Japanese Yarn.—Sales about 600 bales of No. 202, at \$128 to \$138.

Exchange.—We quote, to-day, as under:—

India T. T. at Rs. 158 per cent.

Demand T. T. 158 1/2

London T. T. 8h. 21 1/16d.=\$

Demand T. T. 21 1/16d.=\$

Shanghai T. T. 21 1/16d.=\$

Silver 301 1/16d. per oz.

TO-DAY'S EXCHANGE.

Selling.

Bank T. T. 21 1/16d.

Do. demand T. T. 21 1/16d.

Do. 4 months' sight T. T. 21 1/16d.

Do. 6 months' sight T. T. 21 1/16d.

Do. 12 months' sight T. T. 21 1/16d.

Do. 18 months' sight T. T. 21 1/16d.

Do. 24 months' sight T. T. 21 1/16d.

Do. 30 months' sight T. T. 21 1/16d.

Do. 36 months' sight T. T. 21 1/16d.

Do. 42 months' sight T. T. 21 1/16d.

Do. 48 months' sight T. T. 21 1/16d.

Do. 54 months' sight T. T. 21 1/16d.

Do. 60 months' sight T. T. 21 1/16d.

Do. 66 months' sight T. T. 21 1/16d.

Do. 72 months' sight T. T. 21 1/16d.

Do. 78 months' sight T. T. 21 1/16d.

Do. 84 months' sight T. T. 21 1/16d.

Do. 90 months' sight T. T. 21 1/16d.

Do. 96 months' sight T. T. 21 1/16d.

Do. 102 months' sight T. T. 21 1/16d.

Do. 108 months' sight T. T. 21 1/16d.

Do. 114 months' sight T. T. 21 1/16d.

Do. 120 months' sight T. T. 21 1/16d.

Do. 126 months' sight T. T. 21 1/16d.

Do. 132 months' sight T. T. 21 1/16d.

Do. 138 months' sight T. T. 21 1/16d.

Do. 144 months' sight T. T. 21 1/16d.

Do. 150 months' sight T. T. 21 1/16d.

Do. 156 months' sight T. T. 21 1/16d.

Do. 162 months' sight T. T. 21 1/16d.

Do. 168 months' sight T. T. 21 1/16d.

Do. 174 months' sight T. T. 21 1/16d.

Do. 180 months' sight T. T. 21 1/16d.

Do. 186 months' sight T. T. 21 1/16d.

Do. 192 months' sight T. T. 21 1/16d.

Do. 198 months' sight T. T. 21 1/16d.

Do. 204 months' sight T. T. 21 1/16d.

Do. 210 months' sight T. T. 21 1/16d.

Do. 216 months' sight T. T. 21 1/16d.

Do. 222 months' sight T. T. 21 1/16d.

Do. 228 months' sight T. T. 21 1/16d.

Do. 234 months' sight T. T. 21 1/16d.

Do. 240 months' sight T. T. 21 1/16d.

Do. 246 months' sight T. T. 21 1/16d.

Do. 252 months' sight T. T. 21 1/16d.

Do. 258 months' sight T. T. 21 1/16d.

Do. 264 months' sight T. T. 21

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TELEMACHUS"	22nd August.
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKA"	6th September.
GLASGOW and LIVERPOOL	"MACHAON"	6th "

The S.S. "Diomed" passed Singapore on the morning of the 25th instant bound for Shanghai, and does not call here.
HOMeward.
FOR LONDON, AMSTERDAM & ANTWERP "PING SUEY" 31st July.
FOR LONDON, AMSTERDAM & ANTWERP "PATROCLUS" 7th August.
FOR LONDON, AMSTERDAM & ANTWERP "ORESTES" 14th "
FOR LIVERPOOL DIRECT "TYDEUS" 20th "
FOR LONDON, AMSTERDAM & ANTWERP "ACHILLES" 28th "
FOR HAVRE, ROTTERDAM & L'POOL "ALCINOUS" 30th "
Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and Hull to connect with "Asynax" at Singapore.
Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August.
	"BELLEROPHON"	1st September.

WESTWARD.
FROM TACOMA, SEATTLE, VICTORIA and
PACIFIC COAST.
"TYDEUS" 15th August.
"STENTOR" 8th September.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 27th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	31st July.
NINGPO and SHANGHAI	"TIENTSIN"	1st August.
CEHU and ILOILO	"SUNGKIANG"	1st "
SHANGHAI	"YOHOW"	4th "
YOKOHAMA and KOBE	"TSINAN"	6th "
CHEFOO and NEWCHANG	"KWEIYANG"	7th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAITIAN"	11th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th July, 1906.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI	2540	R. Almoed	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th August, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 28th July, 1906.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. OHAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. (70)

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904. (60)

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
* SILESIA	SHANGHAI, YOKOHAMA AND KOBE	30th July.
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	6th August.
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

HOMeward.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS).

STEAMERS.	DESTINATIONS.	TO SAIL
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
* SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerwomen.

The "RIEMANN" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suva, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HANSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
ITHAKA	SHANGHAI AND CHINKIANG	Freight and Passengers.
LYDIA	SHANGHAI AND CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

Freight and Passage apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.
For steamers of the Coast Service marked * to
SIEMSEN & CO.
Hongkong, 27th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)		
For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	KUTSANG	TUESDAY, 31st July, 3 P.M.
TIENTSIN	CHEONGSHING	WEDNESDAY, 1st August, 4 P.M.
MANILA	YUENSANG	FRIDAY, 3rd August, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON.

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to
S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.
FOR KOBE, YOKOHAMA AND SAN
FRANCISCO.
THE Steamship
"DAKOTA"
will be dispatched for the above Ports, on or
about the 6th of August.
For Freight and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 27th July, 1906. (682)

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.
Regular Steamship Service between Hongkong
and South American Ports.
PROPOSED sailings from HONGKONG
TO CALLAO, IQUIQUE, VIA JAPAN
PORTS.
"KASADO MARU," 6,000 tons,
sails on or about August 7th, at Noon.
"GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).
Taking freight also to other Western Coast
Ports of South America transhipping to the
Connecting Line.
The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.
For further information as to Freight and
Passage, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 10th July, 1906. (751)

THE AMERICAN & ORIENTAL LINE.
FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).
THE Steamship
"JESERIC"
Captain Thompson, will be dispatched for the
above Ports, on or about the 28th instant.
For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 4th July, 1906. (700)

**FOR SINGAPORE, PENANG AND
CALCUTTA.**
THE Steamship
"ARRATOON APCAR,"
Captain A. E. Gentles, will be dispatched for the
above Ports, on MONDAY, the 30th instant,
at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 26th July, 1906. (760)

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.
PORTRAITS, GROUPS and ENLAF-
GING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS
ON HAND.
PRICE VERY MODERATE.
Hongkong 15th September, 1905. (65)

Consignees.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer

"MOLDAVIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. "Victoria" and
Arabia.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.
Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.
No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 25th July, 1906. (74)

FROM HAMBURG, PENANG AND
SINGAPORE.

THE H. A. L. Steamship
"SAXONIA,"

Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.
Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.
Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 31st July, 1906, will be
subject to rent.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 31st July, 1906, at 3 P.M.
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 25th July, 1906. (769)

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship
"MONMOUTHSHIRE,"

Captain G. E. Warner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, and stored at Consignees' risk and
expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th instant will be sub-
ject to rent.
All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 30th instant, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th July, 1906. (766)

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. "Charente" and "Dordogne," from
Havre ex s.s. "Charente," and from Bordeaux
ex s.s. "Ville de Lorient," in connection with
above Steamer, are hereby informed that their
Goods, with the exception of Opium, from
Guinea, and Valuable Goods, being landed
and stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before TO-DAY, at 6 P.M., requesting it to be
landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 30th July, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 30th July, or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 30th July, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd July, 1906. (711)

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship
"ZAIDA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 24th instant,
will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 23rd July, 1906. (759)

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TUES-
DAY, 24th instant, at 10 A.M.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after MONDAY, 30th July, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 30th July, at 10 A.M.
All Claims must reach us before the 6th
August, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 23rd July, 1906. (72)

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.
WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. (71)

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CRE M
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 7th March, 1905. (71)

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE 5s. 6d. per case of 48 bottles (quarts)
or 6 doz. pints.
Special Prices for Quantities.
Sole Agents:—
SIEMSEN & CO.
Hongkong, 10th January, 1905. (762)

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 35, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.
Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. (766)

KWONG SANG & Co.,
No. 70, WELINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
and Dealers in Ladies' and Children's
Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.
TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. (760)

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.
Should patrons find any Meat supplied, not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906. (761)

Shipping.

Arrivals.

Chennagasing, Br. s.s., 1,256, S. I. Payne, 27th July.—Tientsin via Chefoo 18 July, Gen.—J. M. & Co.

Aperade, Ger. s.s., 611, H. N. Gaudard, 27th July.—Pakhoi 25th July, and Hoihow 26th, Gen.—J. M. & Co.

Silesia, Ger. s.s., 1,138, Bahle, 27th July.—Hamburg 18th July, via Port Said, Penang and Singapore 22nd July, Gen.—H. A. L.

Arroyo, Br. s.s., 2,357, H. Plough, 26th July.—Newcastle 4th July, Gen.—S. T. & Co.

Sylvia, Nor. s.s., 608, Halvarsen, 26th July.—Chinkiang 21st July, Ground-nuts and Beans—Order.

Clearances at the Harbour Office.

Mercator, for Shanghai.

Merle, for Manila.

Hanoi, for Haiphong.

Tijpanas, for Batavia.

Empire, for Manila.

Kwintow, for Swatow.

Yangmoo, for Kuchinotzu.

Chongking, for Canton.

Sylvia, for Canton.

Shanghai, for Saigon.

Haiting, for Swatow.

Hongwan, for Wmoy.

Macao, for Kwoong-chow-wan.

Bourbon, for Swatow.

Gonsale, for Amoy.

Mortlake, for Batavia.

Departures.

July 28

Devanha, for Europe.

Zafen, for Manila.

Shanghai, for Saigon.

John Maru, for Swatow.

Kwintow, for Canton.

Empire, for Canton.

Empire, for Australian Ports.

Merle, for Shanghai.

Kwintow, for Tientsin.

Hanoi, for Haiphong.

Yangmoo, for Kuchinotzu.

Passengers arrived.

Per Silesia, from Singapore—346 Chinese.

Passengers departed.

Per Shawmut, for Tacoma from Manila.—Mrs. Squire and infant, Messrs. W. F. Duenning, Mr. and Mrs. A. R. Hager, infant and servant, Messrs. Oscar Hall, O. I. Olsen, A. Chesnut, P. M. Taigue, H. O. Sasse, E. C. Bens, Mr. and Mrs. J. D. Williamson, Capt. Jamieson, Messrs. F. Kuhnke and E. E. Collins, from Hongkong.—Mr. and Mrs. G. A. Hirsche, from Hongkong.—Mr. and Mrs. G. H. W. Dobbin, for Bombay.—Mrs. D. P. C. Pajel and 3 children, 1 Native Officer, Messrs. A. M. A. Tapia, and M. S. Abdulhosen, for Colombo.—Lieut. The Hon. R. O. B. Bridgeman, Lieut. F. B. Humphries, G. A. Combe and K. P. Vaughan Morgan, for Penang.—Messrs. Chui Ping Nam and Nyok Nang, for Singapore.—Messrs. Chon Chak Sang, F. J. Ellis and G. Grob.

Shipping Notes.

Str. *Ezani* from Newchwang, etc.—Strong SW. gale, high seas, squally weather.

Str. *Tijpanas* from Amoy.—Very strong breeze, high sea, cloudy and rainy weather.

Str. *Tan* from Manila.—Strong SW. gale, cloudy but clear with heavy SW. sea, all the way across.

Str. *Sylvia* from Chinkiang.—General bad weather throughout, rain and heavy squalls from S. and SSW.

Str. *Chongking* from Tientsin, etc.—Light winds and fine weather as far as Shanghai, thence to Turnabout unsettled weather with very low glass, thence to Pedro Bank terrific squalls of wind and rain, with strong typhoon symptoms.

Vessels in Port.

Alabama, Br. s.s., 1,253, A. E. Ellis, 25th July.—Salina Cruz 14th June, Gen.—C. S. S. Co.

Amara, Br. s.s., 1,565, C. J. Mattock, 23rd July.—Hongkong 21st July, Gen.—J. M. & Co.

Arratoon Apar, Br. s.s., 2,031, E. Fey, 22nd July.—Calcutta 6th July, Penang 12th, and Singapore 17th, Gen.—D. S. & Co., Ltd.

B. A. Broch, Nor. s.s., 541, Andersen, 14th July.—Shanghai 8th July, Earthenware.—Davidson & Co.

Copple, Br. s.s., 2,744, Wm. Finch, R.M.R., 20th July.—San Francisco 27th June, and Nagasaki 13th July, Kobe 15th, and Gen.—O. & S. S. Co.

Cranley, Br. s.s., 3,023, W. E. Steele, 8th July.—Durban 13th June, Coolies.—G. L. & Co.

Dakota, Br. s.s., 2,300, Ross, 25th July.—Canton 24th July, Gen.—Standard Oil Co.

Emma Luyken, Ger. s.s., 1,159, G. Command, 16th July.—Mauritius 20th July, Sugar.—Wing Sing & Co.

Empress of China, Br. s.s., 3,046, R. Archibald, R.M.R., 24th July.—Vancouver, B.C., 2nd July, and Shanghai 21st, Mails and Gen.—C. P. R. Co.

Fri, Nor. s.s., 900, Nagle, 13th July.—Hongkong 10th July, Coal.—Aagaard, Thorsen & Co.

Glenloch, Br. s.s., 2,997, E. J. Stallard, 9th July.—Kobe 1st July, and Shanghai 6th, Ballast.—McC. Brox & Gow.

Haiching, Br. s.s., 1,267, A. E. Hodgins, 26th July.—Fochow 20th July, Amoy 24th, and Swatow 26th, Gen.—D. L. & Co.

Hong Wan I, Br. s.s., 2,060, J. L. Slaker, 27th July.—Penang and Singapore 21st July, Gen.—Joo Teck Beng.

Ships in Port.

Arrivals at Home—4th July—Awa Maru, *Petite Indurich*, *Benavente*, *Urmston*, *Grange*, *Calphas*, 6th July—*Merionethshire*, *Segovia*, *Indravelli*, 7th July—*Ceylon*, 10th July—*Archibald*, *Moyuna*, *Sanuki Maru*, 14th July—*Salasie*, *Silvia*, *Poon*, 18th July—*Aker*, *Vandalla*, *C. Ferd Laris*, 20th July—*Jason*, *Sithonia*, 25th July—*Denaldar*, *Benavente*, *Fitt-shire*, *Seneca*, *Tamba Maru*, 26th July—*Palerma*, 27th July—*Arcadia*, *Oceanien*.

Arrivals at Hongkong—4th July—*Awa Maru*, *Petite Indurich*, *Benavente*, *Urmston*, *Grange*, *Calphas*, 6th July—*Merionethshire*, *Segovia*, *Indravelli*, 7th July—*Ceylon*, 10th July—*Archibald*, *Moyuna*, *Sanuki Maru*, 14th July—*Salasie*, *Silvia*, *Poon*, 18th July—*Aker*, *Vandalla*, *C. Ferd Laris*, 20th July—*Jason*, *Sithonia*, 25th July—*Denaldar*, *Benavente*, *Fitt-shire*, *Seneca*, *Tamba Maru*, 26th July—*Palerma*, 27th July—*Arcadia*, *Oceanien*.

Post Office.

A Mail will close for:

Batavia—Per *Mortlake*, 29th July, 9 A.M.

Swatow, Amoy and Fochow—Per *Haiching*, 29th July, 9 A.M.

Durban—Per *Indravelli*, 30th July, 11 A.M.

Macao—Per *Heungshan*, 30th July, 1.15 P.M.

Singapore, Penang and Calcutta—Per *Arratoon Apar*, 31st July, 2 P.M.

Shanghai, Yokohama and Kobe—Per *Silesia*, 30th July, 4 P.M.

Hoihow and Haiphong—Per *Mathilde*, 30th July, 5 P.M.

Swatow, Amoy and Fochow—Per *Haimun*, 31st July, 11 A.M.

Macao—Per *Heungshan*, 31st July, 1.15 P.M.

Singapore, Penang and Calcutta—Per *Kwintow*, 31st July, 2 P.M.

Manila—Per *Tan*, 31st July, 3 P.M.

Pakhoi—Per *Aperade*, 31st July, 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, H.C.—Per *Empress of China*, 1st Aug., 11 A.M.

Europe, S.C. India, via Tutuorin—Per *Bayern*, 1st Aug., 11 A.M.

Macao—Per *Heungshan*, 1st Aug., 1.15 P.M.

Tientsin—Per *Chongking*, 1st Aug., 3 P.M.

Cebu and Iloilo—Per *Sungkiang*, 1st Aug., 3 P.M.

Ningpo and Shanghai—Per *Tientsin*, 1st Aug., 3 P.M.

Moji and Salina Cruz (Mexico)—Per *Alabanza*, 2nd Aug., 11 A.M.

Macao—Per *Heungshan*, 2nd Aug., 1.15 P.M.

Manila—Per *Yuehsang*, 3rd Aug., 3 P.M.

Manila—Per *Rubi*, 4th Aug., 11 A.M.

Manila—Per *Heungshan*, 4th Aug., 1.15 P.M.

Shanghai—Per *Yuehsang*, 4th Aug., 3 P.M.

Yokohama and Kobe—Per *Tientsin*, 5th Aug., 3 P.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 7th Aug., 11 A.M.

Europe, S.C. India, via Tutuorin—Per *Armand Behle*, 7th Aug., 11 A.M.

Chefoo and Newchwang—Per *Kwintow*, 7th Aug., 3 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, 8th Aug., 10 A.M.

Manila, Zamboanga, Port Darwin, Thursday Island, Conkown, Cairns, Townsville, Brisbane, Melbourne, Adelaide and Perth—Per *Taiyuan*, 11th Aug., 3 P.M.

Manila, Simponhafen, Fr. Wilhelmshafen, Hebertshöhe, Matupi, Sydney and Melbourne—Per *Willehad*, 21st Aug., 10 A.M.

Europe, S.C. India, via Tutuorin—Per *Ernst Simon*, 21st Aug., 11 A.M.

It is hereby notified that on and from the 6th instant, the rate of postage on letters from Hongkong and British Postal Agencies in China to Egypt and the Sudan was reduced to 4 cents for each half ounce or fraction thereof.

A Pillar Box has been placed at Pokfulam Police Station. It will be cleared daily at noon.

There will be a delivery of letters at Pokfulam leaving the G. P. O. daily at 10.30 a.m.

The following may now be obtained at the General Post Office counter:—

Postal Guides, each 30 cents.

Parcel Post Tariff, each 20 "

From and after the 1st January, 1906, the rate for Postcards from Australia to Hongkong and British Postal Agencies in China is one penny instead of one penny and half penny.

Mails for Canton, Samshui, Wuchow and Macao will be closed on Wednesdays at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtso, Sanhue, Kongmoon, Kunchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturdays evening.

CHINA COAST METEOROLOGICAL REPORT.

July 27th, 1906, a.m.

Bar, Th. Hu. Wind Wt.

Whangpoo, 7 a.m. 29.65 SE 4

Hakodadi, 7 a.m. 29.50 SE 2

Tokio, 7 a.m. 29.30 NE 4

Kobe, 7 a.m. 29.48 0

Nagasaki, 7 a.m. 29.60 0

Kagoshima, 7 a.m. 29.60 NW 2

Oshima, 7 a.m. 29.65 S 4

Naha, 7 a.m. 29.73 SW 2

Ishigakijima, 7 a.m. 29.70 SW 8

Cheloo, 7 a.m. 29.55 8

Weihaiwei, 9 a.m. 29.55 8

Hankow, 9 a.m. 29.62 NNE 3

Kiukiang, 9 a.m. 29.53 76 0

Shanghai, 9 a.m. 29.53 85 76 0

Guizhou, 9 a.m. 29.52 82 91 ESE 2 cm

Shanghai, 9 a.m. 29.52 80 91 S 3

Amoy, 9 a.m. 29.59 79 95 SW 4 or

Swatow, 9 a.m. 29.59 79 95 SW 4 or

Taihou, 9 a.m. 29.65 SW 2

Taihou, 9 a.m. 29.70 S 2

Taihou, 9 a.m. 29.72 S 6

Pescadore, 9 a.m. 29.68 S 8

Canton, 9 a.m. 29.64 83 80 SW 4 or

Hongkong, 10 a.m. 29.64 83 80 SW 4 or

Victoria Peak, 10 a.m. 29.67 83 SW 2 0

Macao, 9 a.m. 29.67 83 SW 2 0

Hoihow, 9 a.m. 29.67 83 SW 2 0

Pakhoi, 10 a.m. 29.67 83 SW 2 0

Tourane, 10 a.m. 29.67 83 SW 2 0

O. St. James, 10 a.m. 29.67 83 SW 2 0

Arari, 10 a.m. 29.67 83 SW 2 0

Manila, 10 a.m. 29.67 83 SW 2 0

Legaspi, 10 a.m. 29.67 83 SW 2 0

Bacolod, 10 a.m. 29.67 83 SW 2 0

Iloilo, 10 a.m. 29.67 83 SW 2 0

Cebu, 10 a.m. 29.67 83 SW 2 0

Labuan, 10 a.m. 29.67 83 SW 2 0

July 28th, 1906, a.m.

Whangpoo, 7 a.m. 29.65 SE 4

Hakodadi, 7 a.m. 29.50 SE 2

Tokio, 7 a.m. 29.30 NE 4

Kobe, 7 a.m. 29.48 0

Nagasaki, 7 a.m. 29.60 0

Kagoshima, 7 a.m. 29.60 NW 2

Oshima, 7 a.m. 29.65 S 4

Naha, 7 a.m. 29.73 SW 2

Ishigakijima, 7 a.m. 29.70 SW 8

Cheloo, 7 a.m. 29.55 8

Weihaiwei, 9 a.m. 29.55 8

Hankow, 9 a.m. 29.62 NNE 3

Kiukiang, 9 a.m. 29.53 76 0

Shanghai, 9 a.m. 29.53 85 76 0

Guizhou, 9 a.m. 29.52 82 91 ESE 2 cm

Shanghai, 9 a.m. 29.52 80 91 S 3

Amoy, 9 a.m. 29.59 79 95 SW 4 or

Swatow, 9 a.m. 29.59 79 95 SW 4 or

Taihou, 9 a.m. 29.65 SW 2

Taihou, 9 a.m. 29.70 S 2

Taihou, 9 a.m. 29.72 S 6

Pescadore, 9 a.m. 29.68 S 8

Canton, 9 a.m. 29.64 83 80 SW 4 or

Hongkong, 10 a.m. 29.64 83 80 SW 4 or

Victoria Peak, 10 a.m. 29.67 83 SW 2 0

Macao, 9 a.m. 29.67 83 SW 2 0

Hoihow, 9 a.m. 29.67 83 SW 2 0

Pakhoi, 10 a.m. 29.67 83 SW 2 0

Tourane, 10 a.m. 29.67 83 SW 2 0

O. St. James, 10 a.m. 29.67 83 SW 2 0

Arari, 10 a.m. 29.67 83 SW 2 0

Manila, 10 a.m. 29.67 83 SW 2 0

Legaspi, 10 a.m. 29.67 83 SW 2 0

Bacolod, 10 a.m. 29.67 83 SW 2 0

Iloilo, 10 a.m. 29.67 83 SW 2 0

Cebu, 10 a.m. 29.67 83 SW 2 0

Labuan, 10 a.m. 29.67 83 SW 2 0

TO-MORROW.

S. Peter's Seamen's Church.

Queen's Road West.

Seventh Sunday after Trinity.

Holy Communion 7.30 a.m.

Morning Prayer 11 a.m., Venite, Turle; Te Deum, Woodward; Jubilate, Barnaby; Hymns, 177, 53, 196, and 443; Kyrie.

Evening Prayer, 6.30 p.m., Magnificat, Jackson; Nunc Dimittis, Foster; Hymns, 17, 114, 187 and 216.

The Church launch *Doylspring* will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m.; (Kowloon Police Pier, 10.30 and 6 p.m.) returning afterwards. The Answering Pennant is the Call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.

Sunday school 10 to 10.45 a.m.

Meeting at Seamen's Institute 72, Praya East on Sunday at 8 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 10 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Union Church.—Services, 11 a.m., and 6 p.m.

VISITORS AT THE HOTELS.

Adams, M. and Mrs. F. Jameson, P. S.

R. J. Armistage, Miss

Barnett, H. J. O.

Brown, C. A.

Caldwell, Mr. and Mrs.

G. A. Davidson, Mrs.

Gaskell, Mr. and Mrs.

Hogg, Mrs. A. V.

Manley, A.

Smith, Mr. and Mrs.

Grant

Smith-Percy

Webb, Mr. and Mrs.

Montague

Young, J. A.

OCCIDENTAL.

Dache, P. E.

Hoy, Miss M.

Key, Dr. F.

Kill, G.

Leeds, Dr. Med.

Liedicker, C.

Messner, Mr. and Mrs.

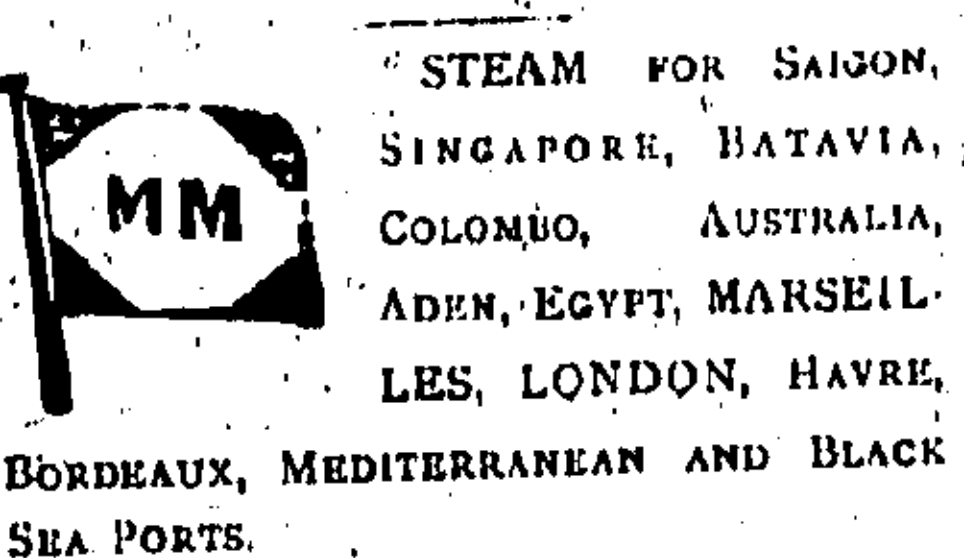
Reutter, P.

Heydenrich, Mr.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.
Argonaut	despatch vessel
Argonaut	cruiser, 1st class
Argonaut	cruiser, 2nd class
Argonaut	river gunboat
Argonaut	river gunboat
Argonaut	ship
Argonaut	water tank and tug
Argonaut	ship
Argonaut	cruiser, 1st class
Argonaut	torpedo boat destroyer
Argonaut	cruiser, 2nd class
Argonaut	torpedo boat destroyer
Argonaut	torpedo boat destroyer
Argonaut	cruiser, 1st class
Argonaut	cruiser, 1st class
Argonaut	river gunboat
Argonaut	cruiser, 1st class
Argonaut	river gunboat
Argonaut	torpedo boat destroyer
Argonaut	surveying vessel
Argonaut	river gunboat
Argonaut	river gunboat
Argonaut	river gunboat
Argonaut	torpedo boat destroyer
Argonaut	receiving ship
Argonaut	river gunboat
Argonaut	river gunboat
Argonaut	torpedo boat destroyer
Argonaut	surveying ship
Argonaut	torpedo boat destroyer
Argonaut	river gunboat
Argonaut	river gunboat
Argonaut	river gunboat

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIO,"
Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 7th August,
at 1 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.
Cargo also booked for principal places in
Europe.

Next sailings will be as follows:-

S.S. ERNEST SIMONS .. 21st August.
S.S. CALEDONNIEN .. 4th September.
S.S. POLYNESIEN .. 18th September.
S.S. SALAZIE .. 2nd October.
G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1906.

Intimations.

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN
PLASMON BISCUITS.

THEY contain 20% of Plasmon and are
more easily digested and afford greater
nourishment and sustenance than any other.
Plasmon raises the actual flesh forming value
of food to a high and trustworthy degree. An
essential food for those who abstain from meat.
They are made in three varieties:-
Sweet, Plain, (Unsweetened). Wholesale.
H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 12th July, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1905.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

WHISKY, FINE MALT

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TO HONGKONG COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJIL, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,600	T. W. Garlick	22nd Aug.
Lyra	4,417	G. V. Williams	29th Sept.
Shawmut	9,600	E. V. Roberts	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 28th July, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship

About

"ATHOLL" .. 3rd September.

For Freight and further information, apply

to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 27th July, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ 1,000,000 \$9,500,000 \$250,000 \$174,735 \$150,000 }	\$1,699,777	{ £115/- div. and £1 bonus @ ex. 2/6/9/16 = \$26.87 for 2nd half-year 1905	3 1/2 % \$845 buyers (London 4/9 \$47 cum call sa.
National Bank of China, Limited	99,925	£7	£6	{ 1,600,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1905
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ 1,600,000 \$147,895 }	\$211,540	\$20 for 1904	6 % \$340
North China Insurance Company, Limited	10,000	£15	£5	{ 1,600,000 \$147,895 }	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16	5 1/2 % Tls. 90 sellers
Union Insurance Co. of Canton, Limited	10,000	\$250	\$100	{ 1,600,000 \$147,895 }	\$2,742,771	Interim div. of 13/6 18/1905	4 1/2 % \$800 sa. & b.
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ 1,600,000 \$147,895 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 % \$175 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ 1,600,000 \$147,895 }	\$344,618	\$6 for 1904	6 1/2 % \$89 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ 1,600,000 \$147,895 }	\$422,618	\$25 for 1904	7 1/2 % \$315 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ 1,600,000 \$147,895 }	\$6,563	\$1 1/2 for 1905	7 1/2 % \$20 buyers
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ 1,600,000 \$147,895 }	Nil.	\$3 1/2 for year ended 30.6.1905	7 1/2 % \$46 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ 1,600,000 \$147,895 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	7 1/2 % \$27 buyers
Indo-China Steam Navigation Company, Limited	70,000	£10	£10	{ 1,600,000 \$147,895 }	£24.2	10/- @ ex. 2/1 9/16 = \$.69	6 1/2 % \$70 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Tls. 2,156	{ Final Tls. 3 making Tls. 5 1/2 for 1905	8 % Tls. 62 sellers
"Do" (Preference)	100,000	£1	£1	{ 1,600,000 \$147,895 }	107,815	{ Final Tls. 11 making Tls. 3 1/2 for 1905	6 1/2 % Tls. 52 sales
"Shell" Transport and Tug Company, Limited	10,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$218	1/- (Coupon No. 6, for 1905)	4 % 27/6
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ 1,600,000 \$147,895 }	13,013	{ \$1.50 } for year ending 30.4.1906	14 1/2 % \$29
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	13,013	{ \$0.75 }	3 1/2 % \$20
INDUSTRIES.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ 1,600,000 \$147,895 }	\$40,914	Final of \$15 making \$55 for 1905	17 1/2 % \$145
Luzon Sugar Refining Company, Limited	5,000	\$100	\$100	{ 1,600,000 \$147,895 }	\$132,588	\$1 for 1897
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ 1,600,000 \$147,895 }	\$13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06	7 % Tls. 10 sellers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ 1,600,000 \$147,895 }	G. \$909,050	Final of 50 cents making G. \$1 for 1905 ..	7 % G. \$14
Raub Australian Gold Mining Company, Limited	10,000	£1	£1	{ 1,600,000 \$147,895 }	£8,845	No. 12 of 1/- = 48 cents
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ 1,600,000 \$147,895 }	\$8,915	\$2 for 1905	9 % \$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 % \$16
London & Whampoa Dock Company, Ltd.	10,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$362,232	\$6 for second half-year making \$12 for 1905 ..	7 1/2 % \$153
New Amoy Dock Company, Limited	10,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$2,221	\$1 for 1905	5 1/2 % \$18
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	{ 1,600,000 \$147,895 }	Tls. 3,597	Final of Tls. 4 making Tls. 8 for 1905/6 ..	8 1/2 % Tls. 91 buyers
Shanghai and Hongkew Wharf Company, Limited	12,000	Tls. 100	Tls. 100	{ 1,600,000 \$147,895 }	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..	6 % Tls. 250 buyers
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ 1,600,000 \$147,895 }	Tls. 5,668	Tls. 18 for 1905	8 % Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ 1,600,000 \$147,895 }	none	First year	7 1/2 % Tls. 102 sales
Hotel House Land Company, Limited (Shanghai) ..	1,000	\$25	\$25	{ 1,600,000 \$147,895 }	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 % \$23 buyers
Central Stores, Limited	24,000	\$15	\$15	{ 1,600,000 \$147,895 }	\$4,719	{ \$2.40 on \$12 for 1905	13 1/2 % \$18 sales
"Do" (new issue)	123	\$15	\$15	{ 1,600,000 \$147,895 }	none	7 % on \$7 1/2 for 1905
"Do" (Founders)	123	\$15	\$15	{ 1,600,000 \$147,895 }	\$64,975	None	8 % \$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ 1,600,000 \$147,895 }	1619	\$5 for second half-year making \$10 for 1905 ..	8 % \$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ 1,600,000 \$147,895 }	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 % \$111 ex div.
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ 1,600,000 \$147,895 }	Tls. 1,935	Final of 6 % = 10 % for 1905	14 1/2 % Tls. 17 sellers
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ 1,600,000 \$147,895 }	\$4,699	Final of \$6 making \$10	10 % \$100
Hampreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$5,070	80 cents for 1905	7 % \$111
Kowloon Land and Building Company, Limited	7,000	\$50	\$50	{ 1,600,000 \$147,895 }	574	\$2 1/2 for 1905	6 1/2 % \$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 % Tls. 110 ex d. s.
West Point Building Company, Limited	17,500	\$50	\$50	{ 1,600,000 \$147,895 }	5772	Interim div. of \$2 account 1906	8 % \$50 ex div.
COTTON MILLS.							
Few Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 1/2 % Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$23,264	\$1 for the year ending 31.7.05	7 % \$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ 1,600,000 \$147,895 }	Tls. 18,718	3 % a/c 1898	10 1/2 % Tls. 60 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ 1,600,000 \$147,895 }	Tls. 30,760	Tls. 8 for 1905	10 1/2 % Tls. 75 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ 1,600,000 \$147,895 }	Tls. 18,416	Tls. 25 for 1905	8 1/2 % Tls. 300 buyers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ 1,600,000 \$147,895 }	\$1,066	\$7 for 1905	8 1/2 % \$85 sales
Pell's Asbestos Eastern Agency, Limited	8,604	£16	£16	{ 1,600,000 \$147,895 }	\$866	1/3 per share for 1905	8 1/2 % \$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ 1,600,000 \$147,895 }	\$1,097	\$3 for 1905	9 1/2 % \$8
China-Borneo Company, Limited	60,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Nil.	\$1 for 1904	12 1/2 % Tls. 78 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905 ..	6 1/2 % Tls. 50 sa. & buyers
China Light and Power Company, Limited	10,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$1,219	60 cents for year ended 28.2.06	9 % \$9 sales and b.
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$1,681	80 cents for 1905	7 1/2 % \$164
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ 1,600,000 \$147,895 }	\$25,000	\$1.20 for year ending 31.7.1905	7 1/2 % \$284
Green Island Cement Company, Limited	150,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 % \$284
Hall & Hojs, Limited	21,000	\$20	\$20	{ 1,600,000 \$147,895 }	\$20,893	\$2 for year ending 28.2.06	11 % \$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$2,568	{ 100 cents } for 10 months ending 28.2.06 ..	8 % \$15
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ 1,600,000 \$147,895 }	\$2,795	\$15 for year ending 30.11.1905	6 1/2 % \$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ 1,600,000 \$147,895 }	\$3,776	Final of \$15 making \$19 for 1905	8 % \$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$5,813	\$9 for 1905 on 5 shares	6 1/2 % \$29
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$85	Final of 50 cents making \$1 for the year ..	11 % \$9
Maatschappij tot Mijl-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 147,500 Tls. 27,603 }	Tls. 10,774	{ second interim div. of Tls. 7 1/2 making } Tls. 15 so far a/c yr. ended 31.10.06 ..	10 1/2 % Tls. 225 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ 1,600,000 \$147,895 }	Dr. P. 34,324	None
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 % Tls. 150 ex d. s.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ 1,600,000 \$147,895 }	Tls. 9,751	Tls. 6 for 1904	12 % Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ 1,600,000 \$147,895 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 % Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ 1,600,000 \$147,895 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 % Tls. 74 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	{ 1,600,000 \$147,895 }	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906
South China Morning Post, Limited	6,000	\$25	\$25	{ 1,600,000 \$147,895 }	Dr. \$41,934	{ Interim div. of 5/- for 1-year 1906
Team Laundry Company, Limited	20,000	\$5	\$5	{ 1,600,000 \$147,895 }	\$1,134	None	8 1/2 % \$20
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ 1,600,000 \$147,895 }	Tls. 1,012	50 cents for year ended 31.5.05	7 1/2 % Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	{ 1,600,000 \$147,895 }	\$551	{ 80 cents } for year ended 31.5.1905	9 % \$9
"Do" (Founders)	100	\$10	\$10	{ 1,600,000 \$147,895 }	\$7,734	{ \$19.80 }	11 1/2 % \$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$4,500	Final of 50 cents making 11 for 1905	7 1/2 % \$13
William Powell, Limited	15,000	\$10	\$10	{ 1,600,000 \$147,895 }	\$676	Interim div. of 50 cts. for the year 1905/6 ..	9 1/2 % \$101
DIVIDENDS PAYABLE							
Hongkong Ice Co., Ltd.						\$4	2nd August
Shanghai Pulp and Paper Co., Ltd.						Tls. 5	6th August

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No 5216

號八初月六年二十三緒光

SATURDAY, JULY 28, 1906.

六拜禮

號八廿月七年七英

\$13 PER ANNUM.
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S. C. Farnham Boyd, & Co., Ltd.

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Commercial:—

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Local and General.

BIRTHS.

At Kuling, on the 17th inst., the wife of THOMAS D. BEGG, of a son.
On the 19th July, at Shanghai, the wife of I. GOLDMAN of a daughter.
On the 20th July, at Shanghai, the wife of H. E. CAMPBELL of a son.

MARRIAGES.

June 27th, at Guildford, W. S. ROOKE to ELSIE MAY, daughter of Sir W. M. Goodman, formerly Chief Justice of Hongkong.
On the 13th inst., at Shanghai, FREDERICK NEWMAN MATTHEWS, eldest son of F. E. Matthews of London, to FLORENCE EMILY, only daughter of the late John Soper of Exmouth, Devonshire.

On the 14th inst., at Singapore, by special license, BEATRICE JOHANNIE LOUISA, youngest daughter of the late Captain Habelkott, to CHARLES HAROLD, youngest son of Captain Darke, both of Singapore.

DEATHS.

On the 17th July, at London, WILLIAM POLLOCK, late I. M. Customs, Nisargo, aged 68 years.
On the 20th July, at Shanghai, S. B. DOS REMEDIOS, aged 63 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 28, 1906.

AGAINST PIRACY.

(23rd July.)

That the mercantile community of Hongkong has been stirred to the very depths by the piteous on the *Saiman* was made abundantly evident by the proceedings at the extraordinary general meeting of the Hongkong Branch of the China Association, on Saturday afternoon. There was a record attendance of members, whose unanimity in holding the Viceroy at Canton responsible for the tragedy, and in denouncing his laxity in trapping and exterminating the pirates of the delta should have a wholesome effect in rousing the official to some sense of his duties. The late Mr. Li Hung Chang may not have been an ideal administrator in all respects, but at least he is credited by the China Association with having swept out the pirate lairs root and branch during his régime and rendered it possible to trade in safety along the rivers of the delta. On this point we shall have more to say on another occasion. The Chairman gave the key to the attitude of the Association when he declared that the food of Dr. Macdonald was on Viceroy Shun's official head, and his demand that the Viceroy should be summarily removed from office for his supineness and apathy which encouraged these piratical forays secured the complete approval of the members. When the present Viceroy assumed office he was regarded as an ardent reformer determined to maintain law and order, to stamp out the villainous gangs who swoop down on unsuspecting traders and harry the defenceless peasantry; and for a time that idea continued to be held. But the energies of His Excellency failed in proportion as the depredations of the outlaws increased, until at the present day even European vessels, commanded by European officers, are not exempt from the attacks of the murderous bands along the coast. In an excellent speech, Mr. D. R. Law, of Messrs. Butterfield & Swire, lamented the death of the missionary whose life had been spent among the people, and he brought home to all hearts the necessity for immediate action when he said: "Yesterday it was poor Dr. Macdonald, who was sacrificed on the altar of official ineptitude and corruption; to-day it may be some other valued friend; to-morrow perhaps even yourself if your duty calls you to these regions." He observed that if the Chinese Government declared its inability to protect human life on the delta it behooved the British Government in concert with the other Powers whose nationals have commercial interests in South China to put an end to a "state of affairs which is a disgrace to civilisation." But the Chinese Government has already admitted its impotence by failing to expurgate the delta districts of criminal gangs, and the time is past when ordinary diplomatic representations are advisable. The subject is now one of international importance. The leading German merchants in Hongkong are quite alive to the danger of the position so far as trade, at least, is concerned. The members of the local branch of the East Asiatic Association of Hamburg—which corresponds to the China Association—have sent a vigorous and emphatic message to the central body urging that British action in compelling the Viceroy to suppress piracy should be strenuously supported by the Imperial Government. The Association has also communicated with the German Legation at Peking impressing the Minister with the heavy losses which will be sustained by German traders should these pirates continue to be tolerated. It is highly satisfactory that our German fellow-residents should have acted so spiritedly in this matter, for there can be no doubt that the pressure brought to bear by the influential members of the East Asiatic Association in Hamburg will have its effect on the Imperial German Government, and in the end, strengthen the hands of the authorities in Great Britain. The fact that the Germans are equally as strenuous as the British in the Far East in demanding redress will help the Government at home to realise that the clamour against the repeated piracies on the Canton Delta is no hysterical outburst of the part of a few second-rate commercial houses. It must recognise there is a deep-seated feeling shared by all nations that the barbarous hordes who pillage and plunder within sight of Hongkong must be swept from the face of the earth. And China having proved incapable of dealing with the plague the cure must be undertaken by the united forces of the Powers in the Far East. Viceroy Shun has lost the confidence of foreign merchants; His Excellency is not even respected by his own people; while the criminal classes openly flout his edicts and proclamations. He is worse than useless as an administrator, and his power to enforce law and order has disappeared. In these circumstances he should be relegated to the seclusion of private life, or failing that, to some post where his mischievous policy of inaction and incompetency would no longer endanger the lives of foreign traders and travellers, or the security and property of the humble and law-abiding Chinese under his charge. The British Government may be hampered by controversies arising out of home affairs, but it cannot afford to disregard the interests of the Empire; and it will become the butt of the nations if it ignores the imperious demands of Britons in the Far East. The chief representative societies of Great Britain and Germany in Hongkong have spoken; the Chamber of Commerce will, no doubt, give expression to its views and assist the reform movement with the powerful backing which it can command; and it will only be necessary then for the Legislative Council to signify its sympathy and support by adopting a special resolution on the subject. If necessary, a special meeting of the Council might be convened so that all the forces of public and official opinion may be combined to convince the Foreign and Colonial Offices of the imperative need for immediate action.

A SANITARY EXPERIMENT.

Any experiment which has for its object the improvement of the sanitary conditions of the city is of the utmost interest to Hongkong, and reformers will watch with attention the scheme which has just been adopted by the Municipality of Singapore for the removal of night-soil by the authorities. At present, the systems of Hongkong and Singapore for the disposal of night-soil are to all intents and purposes identical. Householders are expected to engage the services of coolies to remove and clean the night-soil receptacles, and they pay the coolies such fees as may be mutually arranged. It is now proposed in Singapore that the householders should pay \$3 a quarter in advance to the Sanitary Department which will undertake to remove the night soil by mechanical means. With the object of learning the measure of success likely to attend the scheme, the Singapore Municipal Commission has decided to try the experiment within a defined area of the city, and thereafter, if the results are satisfactory the scheme will be applied to the entire city. It is beyond question that such a scheme has much to recommend it from a sanitary point of view. While the laws of the Sanitary Board as to the cleanliness observed in private houses are enforced by a staff of Sanitary officials, it is obvious that the latter cannot be everywhere at once, and the natural laxity of the lower classes in hygienic matters is apt to lead them to defy all the natural laws of sanitation. There must be many houses in the congested quarters of Hongkong where the night-soil is allowed to accumulate until it becomes a grave menace to the health of the community at large. Primarily, the householder owes it to himself, his family and his neighbours to see that the night-soil is regularly removed, in order to guard against the outbreak of disease and to increase the amenities of the premises. Foreign residents at all times, and especially when the Colony is visited by sickness, are careful to observe these principles, but can the same be said of irresponsible coolies, who occupy one house to-day and another to-morrow? Were the Sanitary authorities empowered to raise a staff of night-soil coolies and to levy a tax of \$1 a month on each householder for the removal of the receptacles there would be a vast improvement in the sanitary system, and the conditions would be brought into conformity with those existing in the cities of Great Britain. Meanwhile, the experiment which Singapore has decided to make will be watched with interest by the sanitary experts of Hongkong.

THE OPEN DOOR IN MANCHURIA.

(24th July.)

At last it has been definitely announced, on the authority of Viscount Hayashi, formerly Minister to St. James's, that Japan will open Manchuria to foreign trade from the 1st of September next. For a considerable time ugly rumours have been prevalent that Japan intended to establish her pre-eminence as the dominant trade power in Manchuria so securely that no foreign nation would find it possible to compete with her merchants on equal terms. On several occasions the Japanese Government repudiated that suggestion, but there can be no doubt many merchants who regard Manchuria as a promising trade centre were extremely sceptical of Japan's good faith. Several correspondents of London papers went so far as to assert that while the northern ports in the possession of Japan were nominally closed to all traders, Japanese merchants were secretly engaged to open the interior without let or hindrance, while foreigners who endeavoured to gain a footing in the country were contemptuously but rigorously excluded. Whatever may be said to the contrary, the testimony of impartial critics all went to show that Japanese commercial houses were bent on establishing prior rights in Manchuria, and it is just possible that the efforts of these enterprising traders were not seriously resisted by their military fellow-countrymen in Manchuria. The diplomatic corps at Peking was by no means oblivious to the Japanese commercial invasion of Manchuria, and in the early part of this month a trenchant despatch from Mr. Rockhill, the American Minister at Peking, was received at Washington. In the course of that dispatch Mr. Rockhill urged that the United States Government should make approaches to the Powers with a view to lodging with the Tokio authorities a joint international protest against the steps which were being taken by Japan in Manchuria. He stated that the Chinese Government, evidently acting on Japanese representations, was imposing *skin* duty on the goods of the Anglo-American Tobacco Company in Manchuria to the great advantage of the Japanese tobacco trade. He also reported that whereas Russia was withdrawing her war-troops and paying the full face value, the Japanese authorities were deducting a discount of six per cent., except in the case of purchases from Japan. The question as to the *skin* duty on tobacco was raised in the House of Commons in May last, when it was admitted that an internal tax had been imposed by the Chinese Administration at Mukden, but the Government was powerless to intervene unless there was any discrimination against British goods. All these reports, protests and disclaimers clearly indicated that the honesty of Japan's intentions to carry out the terms of the Portsmouth treaty was not entirely believed in by a considerable section of the business world. And although Japan's Ministers repeatedly asserted that Manchuria would be opened to foreign commerce at the earliest possible moment, scepticism prevailed in the mercantile mind. Fortunately, Japan is now in a position to prove her commercial probity by declaring that Manchuria will be opened to the nations of the world within six weeks. Hongkong merchants will be deeply interested in that announcement, for it means that a new outlet has been found in the north. Dealers in yarn will be especially interested, because there is every reason to believe that the large stocks held in Hongkong on account of the depressed condition of the market will be reduced by orders from Manchuria. In shipping circles it is not probable that the full effect of the order will be appreciated until next year when the northern ports are clear of ice after the winter, but there should certainly be scope for the employment of the excess tonnage which has demoralised the freight rates in the Far East since the close of the Russo-Japanese war. While Japan has many natural advantages in establishing a lucrative traffic with Manchuria—and already rival shipping companies in Japan are fighting tooth and nail for supremacy in the carrying trade—the vast resources and requirements of the immensely rich province of Manchuria should provide employment for a far larger number of vessels than Japanese shipowners can command, and stimulate the development of many industries which have remained stagnant since Russia first over-ran the country and isolated it from the world. Even if Japan obtains the supreme place in the Manchuria trade there should be a plenitude of openings for the commerce of other nations, and it would not be surprising if merchants regarded Manchuria as the Klondyke of the Far East for the next few years. The fact that Japan also intends to establish a Consulate at Canton shows that the island kingdom is determined to attack China in the commercial sense from all sides. Hongkong merchants must rise early in the morning nowadays if they intend to hold their own in the Far East. The commercial competition of the present day in this part of the world would amaze and bewilder the old-time merchant princes, who acquired fortunes by dint of doing nothing—emulating the House of Peers who, in the words of Mr. Gilbert, "throughout the war, did nothing in particular, and did it very well."

A CONSULAR CORPS COMMISSION.

In connection with the eminently practical views of Captain Clarke, which appear in another column, regarding the possible methods of exterminating piracy from the Canton delta, we have to submit a supplementary suggestion which will not doubt be considered in the proper quarters. Captain Clarke proposes that a patrol system under the control of the Imperial Maritime Customs should be adopted, and it is now suggested that, in addition to that scheme, an international commission, composed of the heads of the Consular corps at Canton, should be formed to deal with all matters affecting trade interests in Kwangtung province. Such a Commission should not be difficult of formation inasmuch as the Powers having trade interests in South China are represented by Consuls-General in the capital of the province. The British Government is represented by Consul-General Mansfield to-day; the American representative has been raised to the status of Consul-General, Mr. J. G. Lay being the last holder of the appointment, while Dr. E. Heintges represents Germany; Mr. G. Kahn, France; Mr. I. D. da Costa de Moraes, on leave, Portugal, and as will be seen from our special telegrams to-day Japan intends to establish a Consulate at Canton. A Commission thus formed would be representative of the interests of all nationalities so that none would be left out in the cold; none left unrepresented. Such a body would be most helpful as an advisory board to the Chinese authorities, and the Viceroy could not regard it as anything like an *impertum in imperio*. It is true that when trouble arises at the present time communication is made to the Viceroy by the consulates whose nationals are concerned, but were such a commission in existence a joint representation could be made to the Viceroy carrying greater force than any individual protest could possibly hold, and enabling the authorities to realise the power of the opinion behind the representation. Much time would be saved in the exchange of official notes emanating from several sources on the same subject. A limitation would have to be placed on the subjects which would come before the commission for discussion; naturally, no questions of a political character would be within the scope of that body and individual claims must be dealt with by the respective consulates concerned. The main point would be to secure cohesive action in matters affecting all nations trading in South China, and it is possible that such action would be obtained through the instrumentality of a commission such as that outlined.

GREEN ISLANDS OPPORTUNITY.

(25th July.)

About a fortnight ago we quoted the remarks of a Japanese gentleman, who had just returned from America, regarding the preference shown by San Francisco builders for Japanese cement. It was asserted that the quality and cheapness of the Japanese product were the chief factors which recommended the cement to those engaged in the colossal work of rebuilding the great American seaport; and the statement was made that contracts had been entered into with the leading cement-manufacturing companies in Japan to supply their entire output for the next ten years. The Japanese traveller confined his attention to the competition which, according to him, had sprung up between Japan and Germany, but as a Kobe contemporary pertinently remarked: "It is curious that the vernacular journals, whilst dilating upon the virtues of German and Japanese cement, make no reference to the Portland cement made in various parts of Great Britain. These British works, too, are working at full pressure to meet demands from America, so that the suggestion that Japanese cement is in demand because of its good properties is probably not quite a fact, it being more likely that the Americans are entirely indifferent as to the place of origin so long as they get the necessary materials to accomplish their tremendous task." Moreover, the sole or, at least, the principal claim submitted by the Japanese firms for preference in this part of the world was the lower prices charged for the manufactured article as compared with the cost of the product of the Green Island Cement Company, which has a world-wide reputation. That claim no longer exists, for the exceptional requirements of San Francisco have had the effect of increasing the cost of Japanese cement

by something like 33 per cent., with the result that there is now no appreciable difference between the price of Portland and Japanese cement. The characteristic rush of American property-owners to rebuild San Francisco has not affected Japanese cement manufacturers alone, for Germany has been sending large consignments to the Western States in order to meet the immediate demand. But neither Japanese nor German cement has the character for utility and quality that has been gained by the product of the Green Island Cement Company. And if in ordinary times the local concern is capable of successfully competing against the Japanese manufacturers both as regards the test standards and value quotations—as was evidenced when the Philippine Government called for tenders for the supply of cement—there is no reason why the Green Island Cement Company should not take a leading role in providing the requirements of the San Francisco builders, in opposition to the Japanese and German manufacturers alike. So far as the German competitors are concerned the local Company has little to fear. One consignment just reported from Hamburg to San Francisco occupied nearly five months in transit, while the cost by the overland route would be utterly prohibitive, any profits at all being swallowed up in freight dues. Everything seems to favour the local Company, for which Messrs. Shewan, Tomes and Co. are the general managers. The plant at Huihung has been largely developed so that the manufacturers are capable of materially increasing the output at short notice; the rates for freight across the Pacific have been reduced by all the principal lines; and Messrs. Shewan, Tomes and Co. are themselves in touch with steamers crossing to San Francisco; the passage can be accomplished from Hongkong within a month or five weeks, and best of all, the Portland cement manufactured by the Green Island Cement Company is unequalled in the world. San Francisco gained a lesson in the earthquake which is not likely to be forgotten yet awhile; shoddy, unreliable and cheap goods are the most expensive in the end, and for that reason alone Green Island cement should gain the patronage of building contractors in America. The shrewd general managers of the Company are not likely to allow such an opportunity to slip past, and if the shortage in cement experienced all over the Western States is not speedily met, it will not, we are confident, be the fault of Messrs. Shewan, Tomes & Co.

ARTS AND CRAFTS EXHIBITION.

Many-sided as are the interests of Hongkong, people are frequently apt to overlook the more gracious arts which give colour and tone to life, in the pursuit of commercial prestige. Indeed the charms and attractions of the hobbies which engross the attention of the artistic few are frequently regarded as unworthy of the business mind, with the result that there is an inclination to conceal from the vulgar gaze the products of the off-season as if they were not merely puerile and lackadaisical but witnesses to the fatuity of the originator. In order to combat that feeling it has been decided to hold an Arts and Crafts Exhibition, in the City Hall, next October. Necessarily, in the case of an Exhibition held for the first time, the Committee in charge of the arrangements are feeling their way, being unable to gauge the support which they will receive from those able and willing to contribute to its attractions. They have therefore limited the scope of the Exhibition to five classes: photography; paintings, sketches, etc.; needlework, lace work and embroideries; woodwork, wood-carving, furniture, pottery, wickerwork, etc.; and miscellaneous crafts. It may seem to the reader that the Committee in their anxiety not to be over-ambitious have really drawn the line a little too fine, but at any rate they have given an impetus to those who busy themselves with "arts and crafts" after the serious worries of the day. For the syllabus is essentially designed to attract the amateur, although the work of the skilful professional in carving and brass work will not be ostracised. The great mistake of the promoters is that they have decided to give no prizes, to award no certificates of merit. The brochure setting forth the objects of the Exhibition is quite clear on that point: "It has been decided that this shall be purely an Exhibition and not a competition. There will, therefore, be no prizes." And another sentence should be read in this connection: "Exhibitors may sell their exhibits after the Exhibition, if they wish." In other words, the promoters would reduce the Arts and Crafts Exhibition to a weak imitation of a second-rate bazaar. Their original idea was excellent; they were animated by a desire to foster a love of art for its own sake, to bring the best work of amateurs together so that the backward might gain from an appreciation of the productions of their superiors, while the "cocks of the walk" might be abashed by the unexpected brilliancy of those whom they deemed their inferiors. Probably that was why they girded at the hateful word "competition." But, after all, competition is the breath of life. What is an Exhibition, in the present sense, but an elaborate competition, where inherent merit is life only road to success? No matter how inflated an amateur may be with his particular pursuit he likes to believe that the results he achieves are appreciated. It would have been very simple to award diplomas of merit to those adjudged worthy of them, and the gratification of the winners would have been unbounded. The unsuccessful might have grumbled at the short-sightedness of the judges but in the end they would have been spurred to greater

efforts, which would have borne fruit at future Exhibitions. However, the Committee thought otherwise so the matter may be allowed to rest there. The miscellaneous section is sub-divided into five classes: silverwork, bent and cast ironwork, brass, copper and bronze articles, pottery and leadwork, bookbinding and leatherwork, ivory and bone carving, etc. In this section it may be anticipated that our Chinese fellow-residents will be seen to advantage, for only those who have an inside knowledge of the marvellous productions of the Chinese artist in metals can appreciate the delicacy of his work and the infinite pains, amounting almost to genius, lavished on his designs. The latest date when exhibits will be accepted is 14th October, but full particulars regarding the Exhibition will be issued, we are informed, before that date. Meanwhile, the Exhibition is a step in the right direction, and as it has the support of His Excellency the Governor it is likely to prove a success.

CHINESE CUBICLES.

At the Sanitary Board yesterday a question was raised by Mr. Humphreys regarding the system of Chinese cubicles, but owing doubtless to pressure of business it was dismissed in the most perfunctory fashion. An application was made for permission to erect four wooden posts for hanging curtains in a Chinese flat. Mr. Humphreys wrote that the "cubicle question was going into *de novo*. Curtains, rags, sacking, etc., are much more dangerous to health than properly arranged cubicles. No amount of ordinances and no quantity of inspectors will ever prevent Chinese putting up temporary partitions of the above nature." That was a matter, it might have been thought, which should have proved a fertile subject of discussion, but so far as we can learn from the report of the meeting, the members followed the example of the Scotch parson who, on coming to a knotty point in the Scriptures, calmly announced: "We will look this boldly in the face and pass on." Most Europeans have a hazy notion of the conditions under which the poorer classes of Chinese exist. They are aware that eight or nine herd together in one room, but they are not always aware that the room is divided into sections by means of heavy cloth hangings which encase the beds and even cover the tops of the posts, so that the occupant of the cubicle is virtually imprisoned in a space some six feet long, three feet wide and four feet high. In fact, there is scarcely breathing space in these Chinese burrows, and certainly the air space is utterly inadequate for an adult, to say nothing of a child. But there might be something to say for this crude attempt at privacy were the curtains regularly cleaned and fumigated, but there is nothing to show that these cloth screens are removed from one year's end to the other. They remain hanging; absorbing the germs that swarm in the air, until they collapse from sheer rottenness and old age. It is a heaven's blessing when some diseased occupant has to be removed from one of these filth-impregnated cubicles, for then the occupants of the other cubicles are compelled, willy-nilly, to drag down their precious partitions and see them properly cleansed and fumigated for once in a way. Mr. Humphreys was perhaps a trifle over-emphatic in his language when he said that no amount of ordinances and no quantity of inspectors could remedy this Chinese habit, because that is precisely one of the objects of the Sanitary Board's existence. There should certainly be regulations enforced so that the inspectors could deal with flagrant cases of long-standing filthiness, without needlessly disturbing the Chinese residents. In these hot days and hotter nights the atmosphere of the cubicles can be little better than suffocating, and perhaps when it is found that a Chinaman here and there has been apoplexiated in his bunk the Sanitary Board may awaken to the realisation that some remedy for this state of things is absolutely necessary. The Sanitary Department may scour the walls and whitewash them to their hearts' content once a year, but if they leave these begrimed rags and patched quilt-like hangings—all of one colour through age and dirt—they have merely grazed the surface of the sanitary requirements and failed altogether to get at the root of the evil. If one could fancy a microbe chucking, he would be highly amused at the grins of the ten times ten million microbes which make these cubicle curtains their home and their habitation.

SINGAPORE'S INDEBTEDNESS.

(26th July.)

Unless the figures published by the *Singapore Free Press* are grievously wrong, the financial position of the Straits Settlements, mainly as the result of the expropriation of Tanjong Pagar Docks, is far from satisfactory. Only a few years ago, less than a decade, the Government of the Straits Settlements could annually boast of a surplus of revenue over expenditure, and at the same time retire with the knowledge that the Colony was not burdened with debt of any description. But the progressive policy of the present Governor or has converted that surplus into an alarming deficit, so that it is difficult to see how the Colony is to meet its liabilities. The award of the special Commission appointed in connection with the expropriation of Tanjong Pagar Docks amounted to thirty million dollars, or in round figures £3,500,000. The scheme adopted for improvements and developments at Tanjong Pagar is estimated to involve an expenditure of £1,800,000. Then £500,000 is to be spent in deepening Singapore River, while the inner harbour scheme is expected to cost £1,000,000. There is also a minor item of

£200,000 to be expended on Penang harbour. The grand total amounts to £7,000,000, one half of which is required immediately, partly for the payment of shareholders in Tanjong Pagar, and partly for the commencement of the harbour improvements. With the single exception of the inner harbour scheme the Straits Government is irrevocably committed to the works detailed. The interest on £7,000,000 at 3½ per cent, plus sinking fund 1 per cent, equals 4½ per cent per annum, or £2,975,000, that is to say \$2,558,500. Now where is that sum to come from, and how are the various improvements to be carried on simultaneously with the discharge of the Colony's liabilities? It is not anticipated that there will be any marked increase in the revenue of Tanjong Pagar, and on existing rates the earnings of the Board barely cover interest and sinking fund upon the capital cost of the expenditure. It is generally recognised now, even by those who were most strenuous in their opposition to the harbour improvement scheme, that the principle and plans having been finally adopted there is no possibility of evading responsibility and the proposition is to make the revenue coincide with the annual expenditure. Our contemporary remarks that, "Where the interest is to come from on the £7,000,000 worth of developments at Tanjong Pagar it is difficult to see." The average revenue of the Colony is about \$1,500,000 and the expenditure so closely corresponds that the surplus or deficit is infinitesimal—but that is in ordinary times, when there are no harbour or sanitary schemes on the tapis. The adoption of improvements, etc., has forced the Colony into what at first sight seems a financial *cul de sac*. It has been remarked that only a few years ago the Government of the Straits Settlements was in the prosperous condition of being able to pay twenty shillings in the sovereign and still lay something past for a rainy day. Naturally, or otherwise, a Conservative Government at Westminster considered that it was absolute folly to allow a Crown Colony to wallow in wealth. The Imperial authorities hunted high and low for a pretext whereby the surplus of the Straits Settlements might be kept within reasonable bounds and after many pow-wows decided that the Colony's military contribution was utterly inadequate. Accordingly it was decreed that the Straits Settlements should contribute one quarter of the gross revenue towards the maintenance of Imperial troops—not in the Straits Settlements, but in all the corners of the globe where the flag is defended by British soldiers. The Colony protested; the unofficial members of the Legislative Council resigned in a body; the Justices of the Peace and the members of the Chinese Advisory Board threw up their appointments in disgust; public meetings were held to denounce the threatening authorities, but all to no purpose. The Imperial Government stuck like a limpet to the one-sided bargain, and since 1903 the Straits Settlements have been paying this monstrous exaction. During the intervening years, the Colony has had no serious difficulty in forwarding the annual contribution, but a new set of conditions has arisen. Unless the Colony can meet its expropriation bill, and proceed with the general scheme of improvements it will be on the verge of insolvency. Singapore, like Hongkong, must remain a free port, which means that there are no new sources of revenue to draw upon. In these circumstances the new Liberal Government might be approached with a view to remitting part of the military contribution. The United Kingdom, despite the walls of the Taifed Reformers and others of like kidney, is not going to the dogs; it has had a year of unexampled prosperity and the Government might well reduce the amount payable by the Straits in name of military expenditure. If the home authorities agreed to reduce the contribution by one-half, the Imperial Government would only lose a trifle of £150,000 or so, a mere fleecing amongst the millions of the home revenue; but that sum would prove of vast benefit to the Straits Settlements and enable the Colony to keep its head above water.

THE LANDLORDS' TRIALS.

After all there seems to be a limit to a landlord's responsibility. The tenant who has to pay an abnormal rental in order to satisfy a rapacious property owner has a thousand and one grievances, and if he is of the respectable class of the community his liabilities and sufferings are increased tenfold. But when the proprietor owns houses in the lower quarters of the city where coolies congregate and endeavour to make the best of a bad bargain he occasionally becomes the vicarious victim of the law's requirements. From statements made at the Sanitary Board the other day, it appears that should a tenant fail to notify the Department that a case of plague has occurred the landlord will not receive a penny in the way of compensation for the damage done to his property by enthusiastic sanitary officials. They may knock down the walls and discover sundry openings; these are promptly declared to be rat runs and the landlord is served with a notice ordering him under pain of prosecution to see that they are blocked up. He has to conform with rules and regulations about surface cement, air space, height of buildings and other matters that he never heard of and probably did not care a fig about before he entered the ranks of the landed gentry. These things only occur, of course, where the coolie quarters are concerned. The landlords of houses on the higher levels see that their tenants bear all responsibilities, and all they have to do is to collect the rents and wonder by what manner of means and on what specious excuse they can raise the rent another hundred dollars. It has been left for the police of Singapore to discover a new method of "getting at" the landlords, if they can. A number of houses in that Colony were raided and found to be nothing more or less than gambling dens. The gamblers were arrested and convicted, but nobody would admit being the tenant of any of the houses. The police thereupon seized the landlords and held that they had committed an infraction of the law in permitting gambling to be carried on in premises belonging to them. The landlords one and

all denied all connection with the gamblers, but they had no idea who their tenants were! They had simply collected their rents, and with that sublime indifference to mundane affairs which characterises the high and mighty they ignored the existence of their tenants—except as money-grubbing machines—and stood in amazement when it was suggested that a tenant like a dog usually had a name. But the police were too smart for once; the Magistrate declared that a landlord cannot be held responsible for his tenant's misdemeanours and so the landlords departed in great feather. It would be interesting to know, however, if a tenant in Hongkong who lent his house to another while he spent the summer months at Macao would be held equally innocent under similar circumstances.

THE PACIFIC MAIL COMPANY.

Although no official notification has yet been received or, at all events, published on the subject, it is matter of common knowledge that the steamship *Copala*, which for the last ten years has been running under the Occidental and Oriental Steamship Company's flag, has been sold to the Pacific Mail Steamship Company, of which Mr. W. H. Harrison, the well-known shipping and railway magnate, is the head. It will be remembered that some months ago, when the steamers of the principal Japanese shipping companies were released from duty by the Government and resumed their regular passenger runs, a minor gained currency to the effect that the Toyo Kisen Kaisha were in negotiation for the purchase of two steamers from the Pacific Mail Company. It was suggested that the Japanese Company intended to establish a fast line of steamers between Hongkong and San Francisco, and the Pacific Mail Company having failed to discover a fortune in the Eastern trade were willing to dispose of at least two of their Pacific fleet. Whether Mr. Harrison's declaration that his Company were prepared to abandon the trade they had built up as a *caveat emptor* or not is another question. In America it was believed that the shipping magnate of the Western States was trying to force the Government to subsidise the vessels of the Pacific Mail line. It was that was the case he evidently failed to realise his object, although there is little doubt that private enterprise will flourish and be rewarded by an annual Government bounty. At any rate, the "deal" was not consummated and the Pacific Mail line is still one of the principal factors in the trade between America and China. If it be true, and there is no reason to doubt the fact, that the Pacific Mail has purchased the *Copala* or chartered the vessel for an extended term, that would seem to indicate that the connection of the United States with the Far East has not reached such a low level as some would endeavour to make out. It would also seem to prove that the Pacific Mail Company propose to advance and consolidate their interests in the international trade. The Pacific Mail line, being a tributary of the overland railway lines, is up to date practically dominated by one only, namely, the Canadian Pacific Railway Company. It is satisfactory to believe that the Pacific Mail Company will maintain its prestige as one of the leading ones running between Hongkong and San Francisco, and there is little doubt that the Company's enterprise will be adequately rewarded. With the boycott of a thing of the past, Manchuria open to international trade, and China absorbing her borders and acquiring modern tastes every day, the future of the Pacific Mail line is bright and promising, and it would be unkind to say that the company's enterprise was a failure. Without any attempt being made to obtain a share of the spoil.

THE COMMERCIAL IMPORTS FROM CHINA.

From the analysis, which has been prepared by the Imperial Maritime Customs, of the foreign imports into China during 1905 some conception is afforded of the importance of the Middle Kingdom as the outlet for the superfluous products of the principal manufacturing countries in the world. Ten years ago, the total value of the foreign imports was £1,623,341,919. After deducting the value of the goods which were re-exported it amounted to £22,589,994. Last year the foreign imports amounted to £1,041,532,732, and after deducting the re-exports to £17,100,791. The facts show that in a decade China's import trade has more than doubled, a remarkable and significant fact. It may be said that ten years ago China was only recovering from the effects of the war with Japan and had little money to spare, with the result that the comparison is not a true criterion of the growth of her dealings with foreign countries. In that case we have only to turn to the figures for 1904, when the value of the net imports was considerably over £40 million, while last year it was over £40 million, an increase in a single year of over 100 million, which is certainly a wonderful commentary on the oft-repeated cry about China's seclusion. There can be no doubt that the Chinese, impelled possibly by the example of their island neighbour, have definitely emerged from their hermitage, and the barriers of convention have been overturned in the rush to acquire and absorb modern ideas. The consequence is that what were once deemed luxuries have become necessities, and even the coolie has a higher standard of living to-day than he had prior to the modernising influence which is at work at the treaty ports. It should be explained here for the benefit of the uninitiated that the Haikwan tael is calculated as equivalent to a fraction over three shillings in English money; 73 cents gold American money; 3.78 francs; 3.07 marks; 2.25 roubles; 1.47 yen; and \$1.55 Mex. Turning to the details as to the value of the imports from the various foreign countries we find that Hongkong heads the list, having sent goods to the value of over 1.8 million taels to China. There is apparently no means of discovering where all these goods originally came from, and so Hongkong gets credit to

which she is not justly entitled. But even so, we may take it that a large proportion of the goods which helped to swell the aggregate value of the imports came in the first instance from the United Kingdom or the Colonies. Great Britain is the largest exporter of goods to China, the value recorded for last year being considerably over \$6 million taels as compared with 57 millions in 1904. But the United States is a close second, with over 76 million taels' worth of goods sold to China, as contrasted with a paltry 29 millions in the previous year. An increase of something like 250 per cent in a single year is phenomenal, and effectively disposes of the idea that the boycott has worked havoc with the American trade. It may be conceivable that certain American products have entered China under new denominations in order to avoid wounding the susceptibilities of the people, and in that case there would be a very considerable addition to the figures quoted. For the Customs analysis takes into account and separates under different headings only the goods whose origin is manifest and admitted, so that it is quite possible and even probable that the Hongkong total has been increased by the inclusion of American articles whose identity was not disclosed. The trade of Japan with China is gradually creeping up, but it is not making the giant strides which mark Great Britain's and America's commerce. In 1904 China imported goods valued at 50 million taels from her neighbour; last year the aggregate value was over 71 millions. British India sent more goods to China than the whole of Europe combined (Russia not included), for while our great dependency was responsible for 31 millions' worth of trade, Europe, counting Germany, France, Austria, etc., only transacted business to the extent of 31 million taels. But here again it is impossible to say what proportion of the 1.8 million taels attributed to Hongkong should be properly placed at the credit of Germany, which, as everybody knows, has a great and flourishing trade with China. Notwithstanding the efforts of Australian Trade Commissioners to foster a continuous connection with China, they have still much to do to make up for the trade which seems to be growing between our new Colonies and China. In 1905, South Africa contributed nothing to China's needs; in 1904 goods to the value of 2.243 taels were received, and last year that sum had increased to 15,523 taels. Dipping into the volume almost at random, it appears that despite all the efforts of reformers, China continues to purchase opium from India, either direct or through Hongkong, in increasing quantities. Last year China took 12,427 piculs of opium valued at 9,229,252 taels, while in 1904 she took 12,427 piculs valued at 8,891 piculs worth 5,699,723 taels. British India sent direct to China 472 piculs estimated at 27,424 taels; as against 253 piculs valued at 162,200 taels in 1904. The net import of opium from foreign countries into China during 1905 was 11,957 piculs having a value of 6,557,092 taels, or nearly a million pounds sterling. Details are given regarding the imports of cotton goods, non-wares, delicacies such as bird's nests, beeched-meat, betel nuts, etc., but it is needless to repeat over these matters. An exception may be made in the case of cigarettes. Mr. Rockhill, the American Minister at Peking, wrote to his Government that the unscrupulous methods of the Japanese in closing Manchuria to foreign commerce while permitting Japanese merchants to establish themselves in the interior had a prejudicial effect on American trade, and he instanced the case of tobacco in particular. The Japanese may be making headway in the case of tobacco but they are far from being on a level with the United States so far as cigarettes are concerned. Last year America's consignments of cigarettes received in China totalled over 2 million taels as compared with slightly over 1 million taels in 1904—an increase of fully 100 per cent. Japan's trade with China in cigarettes only amounted to 87,153 taels as against 1,100,899 taels in the previous year. It is obvious that while America is long ahead Japan is losing its hold on the Chinese cigarette market. The analysis of China's import trade returns is full of interest to those who are following the working out of China's destiny, and it clearly shows that the nations of the world have a rich and practically unexploited field to cultivate in the Middle Kingdom.

CHINESE SIMPLICITY.

Acting on the principle, doubtless, that the world owes every man a living, a Chinaman who formerly resided in Hongkong but has now departed for the good of the Colony, discovered a new way to hoodwink his fellow countrymen. The story was told in the Court of Summary Jurisdiction yesterday in the course of an ordinary debt action. The Chinaman, who evolved the scheme must have had a winning tongue and a vivid imagination. He asserted that for the sum of \$760 cash he could land any Chinese subject in the United States of America, defying the whole tribe of immigration officers and setting at naught the provisions of the Chinese Exclusion Act. It might be supposed that an individual able to procure \$760 had a fair chance of being admitted to "God's country" without all the attempts at evasion and deceit involved by the Chinese "agency" in Hongkong. Few coolies or labourers could gather \$760 in a lifetime, and the eloquence of their guide, counsellor and anything but friend was the money man over. One feels inclined to believe that he must have imbibed at the golden spring of eloquence which is eternally bubbling over in the States. At any rate, he collected the \$760, and shipped his companions nearly 10,000 miles, and New York City off to San Francisco, in the case observed. The learned counsel practice for Chinese to attempt to enter the United States via New York, but that *officer d'Etat* will not hold water. Of course the sight of a dozen or more Chinamen attempting to rub the gentlemen known, we believe, as "sluts" in America was doomed to failure. They were corralled, bundled off to San Francisco, and ignominiously

ejected from the soil of the free and enlightened. When they returned to Hongkong they naturally made inquiries regarding their erstwhile leader and adviser, but he was not to be found, and whether he has gone to search for Mr. Micawber in Australia or has joined Lieut. Parry is unknown. It was a decidedly original idea to send the fortune hunters to America because while they were on their way to disillusionment he had ample time to cover his tracks. The curious part of the story is that the would-be Americans were sent to New York. The practice used to be to send the coolies to Vancouver where they were allowed to land without question. There, an agency corresponding in a way to the "underground railway" of slavery days, when Sambo and Venus used to be secretly helped to escape from the sunny South to the frozen north and immigrants boarded C.P.R. trains ostensibly bound for Winnipeg, Ottawa or any other place that came to the mind, and left Vancouver. En route, they dropped off at some wayside crossing and, guided by the agents, attempted to enter the States by a side-door, so to speak. They were exposed to the greatest hardships, their lives were not worth a moment's purchase if they were seized by the mounted constabulary or boundary riders and attempted to escape, but many succeeded. Indeed, the C.P.R. officials were accused of aiding and abetting the Chinese, a charge which was indignantly denied and never proved. That was in the good old days; but the unfortunates never thought of finding an open door through New York. There the genius of the Hongkong "passenger agent" failed; he should have shipped his customers off to Kamehameha and they could have traversed the overland route, gaining great kudos, if they succeeded, for their place in emulating, if not eclipsing, Harry de Windt.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE "SAINAM" TRAGEDY.

GERMAN TRADERS SUPPORT BRITISH ACTION.

TELEGRAMS DESPATCHED TO HAMBURG AND Peking.

The following telegrams which have been despatched to Hamburg and Peking by the members of the East Asiatic Association in Hongkong are of especial interest at the present moment.

[Translation.]

Hongkong, 21st July, 1906.

The East Asiatic Association,

Hamburg.

Forward representations to the Government to the effect that the British action to compel the Viceroy of Canton to suppress piracy in the Canton Delta should be strenuously supported [by our own Government]. Unless this we have already mentioned, the danger that further heavy loss will be inflicted upon German trade.

We are forwarding a like despatch to Peking.

(Sd.) HONGKONG BRANCH EAST ASIATIC ASSOCIATION OF HAMBURG.

[Translation.]

Hongkong, 21st July, 1906.

German Legation,

Peking.

We earnestly urge that the British action to compel the Viceroy of Canton to suppress piracy in the Canton Delta should be strenuously supported.

Unless this be done there is unquestionably danger that further heavy losses will be sustained by German trade.

We have forwarded a similar despatch to the East Asiatic Association of Hamburg.

(Sd.) HONGKONG BRANCH EAST ASIATIC ASSOCIATION OF HAMBURG.

MANCHURIA'S TRADE.

OPEN DOOR IN SEPTEMBER.

JAPANESE CONSULATE TO BE OPENED AT CANTON.

[From Our Own Correspondent.]

Shanghai, 23rd July,

2.45 p.m.

Viscount Hayashi states that the whole of Manchuria will be thrown open to foreign trade from the 1st of September next.

The Japanese Government will open a Consulate at Canton.

OBITUARY.

VISCOUNT KODAMA DEAD.

A DISTINGUISHED JAPANESE STATESMAN.

[From Our Own Correspondent.]

Shanghai, 24th July,

1 p.m.

Viscount Kodama died yesterday. General Viscount Genta Kodama, Chief of the General Staff at Tokio. Born in 1854, he was educated in Germany and became Vice-Minister of War in 1892. In 1900 he was appointed Minister of War and Governor-General of Formosa. In 1903 he took charge of the Home Office, but on the outbreak of the late war, proceeded to Manchuria as Chief of the Staff. On returning to Japan he was appointed Chief of the general Staff and in the early part of the year was created a Viscount in recognition of his services.—Ed., H.K.T.]

CHINESE COMMISSIONERS.

ARRIVAL AT PEKING.

JOURNEY COMPLETED IN SAFETY.

[From Our Own Correspondent.]

Shanghai, 24th July,

1 p.m.

Duke Tsai Tseh has arrived at Peking.

[The Commissioners appointed to investigate the principles of the government in Europe and America have thus completed their extensive journey. Duke Tsai Tseh was head of the Commission and fears were entertained that the reactionaries in China would make another attempt on his life—the first having been made as the Commissioners were leaving Peking last year, when the Duke was slightly injured by a bomb. Fortunately the mission has been safely completed, and it only remains to be seen what, if any, results will flow from the report of the Commissioners.—Ed., H.K.T.]

JAPANESE COURT-MARTIAL.

ECHO OF THE WAR.

OFFICERS CASHIERED AND REDUCED IN RANK.

[From Our Own Correspondent.]

Shanghai, 26th July,

11.50 a.m.

The Japanese court-martial, appointed to deal with the officers responsible for the surrender of troops on board the *Kenshin Maru*, in May, 1904, has now rendered its decision.

Two lieutenants who were in command of the vessel when the surrender took place have been cashiered.

The paymaster, two army captains and three junior military officers have been stripped of their decorations and reduced in rank.

CHINESE COMMISSIONERS.

CONSTITUTIONAL GOVERNMENT PROPOSED FOR CHINA.

[From Our Own Correspondent.]

Shanghai, 27th July,

2.10 p.m.

The Chinese Commissioners appointed to investigate the methods of government in Europe and America have been in conference.

They have decided to submit a memorial to the Throne proposing the adoption of a system of constitutional government for China.

BANKRUPTCY.

RE THE QUEING YING LOONG FIRM.

[26th inst.]

In Bankruptcy Jurisdiction this morning, His Honour Mr. A. G. Wise, P. J., presiding, the public examination of the bankrupt in the case of the Queing Ying Loong firm, *ex parte* Chin Cheuk, a creditor, was held.

Mr. G. H. Waldman, Official Receiver, conducted the examination. Mr. Harston, of Messrs. Ewens, Harston and Harding, appearing for the petitioning creditor.

Queing Ying Loong said he was a partner in the bankrupt firm of housebuilders and contractors. There were three partners in the firm besides himself. One partner, Kwo Tai Loong, was dead, and the other two were not in the Colony.

His Honour: But the dead man, who takes his share?

Witness: There are no representatives. The capital, continued witness, was \$600. (Laughter.)

The Official Receiver: They often start on small capital, and get to more afterwards. Witness, continuing, said he started business in 1903 and had made no profits. The other partners from time to time advanced money to the firm. Witness put in \$1,020 and the others advanced \$1,000 between them. There was due to the firm \$3,000 on contracts. There was also money owing from the Commission of Customs for a contract in Canton. That was in a contract involving \$5,000. He had transferred that contract to Wong Cheong, without consideration. Witness would not get anything out of that contract. His interest was \$300, which he put up as security. That was the shop's money, and had not been returned. Another man owed him \$7,500 for goods. He delivered but he had no receipt for the amount. The man lived at Shaikwan, but witness had not seen him for a long time.

His Honour: Probably he is dead too. Witness, continuing, said there was a dispute over one contract bill, because the work was not finished under contract terms. Mr. Danby had certified the bill for \$3,600, but he did not remember when that was. This closed the public examination, and the order of adjudication was made.

MORPHIA SEIZURE AT KOWLOON.

WORTH ABOUT \$6,000.

[25th inst.]

Chief Excise Officer Hoggarth, armed with a warrant, and accompanied by a posse of other officers, executed an opium raid, on the 23rd instant, and seized five cases of morphia that were stored in godown No. 21 of the Hongkong and Kowloon Wharf and Godown Company at Tsim-ta-tsu. The seizure is valued at about \$6,000. The cases were examined, and it was discovered that on each of four cases were private marks, which consisted of a "H" and "V." The fifth case bore the number "2." A mark, consisting of a square, in the centre of which were the letters "A. C.", and underneath "0004", was also stencilled on the case. As the drug has not been declared at the Import and Export Office, and as no person has been forthcoming to claim the drug, the Chief Excise Officer put in a written application to Mr. F. A. Hazeland, at the Police Court this morning, asking for notices to be posted outside the Police Court compound and on the walls of the godown in which the drug was seized, calling for claimants for the drug. The time given for claimants is one week, after which the morphia will become the property of the Opium Farm.

HIS WORSHIP GRANTED THE APPLICATION AND NOTICES WERE POSTED DURING THE DAY.

ONE CASE CLAIMED.

[26th inst.]

The report which was published in last evening's issue relative to the seizure of five cases of morphia, valued at \$6,000, in the Hongkong and Kowloon Wharf and Godown Company's premises at Tsim-ta-tsu, by excise officers, on the 23rd instant, brought forth claimants this morning. The claimants were Messrs. Wen Shewan, commission agents. In a letter to the Opium Farm they stated that one case out of the five seized, and marked "A. C." and underneath those letters "0004", was imported into the Colony by them, and they requested that that case be delivered. Receiving instructions from the head of the Opium Farm, Chief Hoggarth made an application before Mr. F. A. Hazeland, at the Magistrate's court, this morning, for the release of one case of morphia, as there had been a claimant. The application was granted. There have been so far no other claimants for the remaining four cases.

AN IMMIGRATION CASE.

BOARDING HOUSE RUNNER CONVICTED.

[26th inst.]

At the instance of Detective-Sergeant Grant, Mak Fuk, a boarding house runner, residing at No. 7, Wo On Lane, was arraigned before Mr. F. A. Hazeland, at the Police Court this morning, charged with enticing a lad named Lam Kwan Yau on board the steamer *Kum-sung*, by force and fraud, with the intention of getting him out of the Colony, on the 24th instant, for immigration purposes. Lam Kwan Yau declared that he was only eighteen years of age and a native of San Wai. On July 7th he was brought into the Colony by a boat named *Cheung Nau*. He came to Hongkong willingly to work as a coolie. When witness arrived in Hongkong, he and his guide went to a coolie house at No. 7, Wo On Lane. During his residence at the coolie house witness became acquainted with the accused, and on 24th July last defendant spoke to complainant about going to Singapore. Defendant said that he would get witness a job as cook on his arrival there, and his pay would be about \$25 per month. Witness consented to go to Singapore and get that job and the usual course witness was taken on board the *Kum-sung* to undertake his journey to the Singapore El Dorado. When complainant was comfortably installed on board, the philanthropic matter was thrown to the winds, and accused produced a promissory-note and asked witness to put his finger impression on it. When the paper was produced witness heard somebody whisper *mai chu chui* (sell you like a pig). He knew once that on arrival at Singapore the defendant would sell him so he refused to sign. This annoyed the accused, who followed complainant, and threatened to "slaughter" him if he said anything about it.

His Worship—I don't think I can convict the man under this ordinance, unless you can prove that \$25 is the price paid cooks in Singapore.

Sergeant Grant—I can't prove that, your Worship, but I should think that conditions in Singapore are the same as in this Colony.

His Worship—I can convict him for aiding and abetting stowaways.

When complainant was put on board the *Kum-sung* by the accused, said Sergeant Grant, he had no ticket and must have been going on board to stowaway. The officer then related to the court the circumstances of the case.

He said that before a coolie can emigrate from the Colony he must register himself in a boarding house for forty-eight hours. Then he goes before the immigration officer, who examines him, and hands each man a properly-chopped passenger ticket. No tickets are allowed to be issued on board ship.

His Worship sentenced accused to six weeks' hard labour.

THE COOLIE'S FIND.

"FINDING'S KEEPING" HE THOUGHT.

Li Tang, a shop coolie, of No. 8, Cochrane Street, was charged with stealing from a silversmith, residing at No. 22, Cochrane Street, a pair of enamelled ear-drops set with pearls, valued at \$50 and two gold hair ornaments set with rubies, opals and diamonds, valued at \$500, the aggregate value being \$600. The defendant denied stealing the trinkets, but said he picked them up in the street. The silversmith stated that at about four o'clock yesterday afternoon he was taking the jewels back to a pawnshop, whence he had got the things to sell. On his way he dropped and lost the trinkets. He immediately went to report to the police, who sent out notices to all pawnbrokers to arrest any person attempting to pawn the jewels, a description of which was also supplied. An hour later a coolie entered the Leung Yik pawnshop and produced the missing trinkets. The coolie was questioned, and the silversmith was sent for. When he arrived at the pawnshop and found the trinkets the silversmith thanked the pawnbroker, but refused to proceed against the coolie. The police heard of the recovery of the trinkets and sent for the pawnbroker, who related the story. The complainant turned up later and he said that his conversation was going on for some time, but he was taken in charge. Defendant said he did not know that the custom was when a thing was picked up in the street it was to be taken to the nearest police station. The evidence given by the pawnbroker was very unsatisfactory, in fact he omitted several important things in his evidence, which were relevant to the case. He denied several important things about the trinkets defendant bolted out of the shop. A *lukong* said that seeing a crowd outside the pawnshop dragging defendant into a shop by the queue. The *lukong* asked the pawnbroker what was the matter and the latter replied that the officer had better mind his own business. His Worship gave a lecture to the trinkets and took them to a pawnshop to sell to get him six months' imprisonment to know better. The things to his advantage was on offer. The things to the pawnbroker he gave his right arm and address. He would, however, be discharged with caution. As regarded the pawnbroker his Worship told him to be careful how he gave his evidence in future case, or else there would be trouble.

The decision of the Toki Chibo Saibansho was delivered last week with regard to the burning of the official quarters of the Home Minister and police booth in Tokio on the night of September 6th last. The defendants on trial number 103. On this number, 95 were convicted and four have been condemned to penal servitude for 12 years; one to major confinement for ten years, three to major confinement for nine years, and eight acquitted. The remainder are to be imprisoned with labour for periods ranging from one month to eighteen months or fined in sums ranging from ¥5 to ¥20.—Japan Chronicle.

SATURDAY'S GYMKHANA.

A RECORD MEETING.

Although the attendance at the fourth meeting of the Hongkong Gymkhana Club, which was held at Happy Valley on Saturday last, was not what would be called good, yet the very exciting finish in each race, and especially the large dividends paid at the pari-mutuel stand, which were the best paid out for some time, made up for the small attendance. The weather, though very hot, did not appear to have made any difference with the sports. The jockeys took to different means for protecting themselves from the sun; the members' stand was "roofed," while the majority of others had either to remain in the shade under the grandstand or to be "baked." A few seconds before the starting of the first race His Excellency the Governor, Sir Matthew Nathan, arrived and was met by Messrs. C. H. Ross, H. P. White and J. A. Jupp, who conducted him to his stand. The band of the West Kent Regiment, under the charge of Bandmaster T. McKelvey, was again in attendance, rendering appropriate music and keeping matters cheerful.

The first race of the day was the fastest event seen at a gymkhana meeting for some time, and it was in this that Mr. G. W. Gegg showed admirable riding on Highland Gilie. Before the jockeys went out the backing was mostly on Pathan (2nd lb.) who was favourite, Merry-mite next, on account of the small weight (9st. 10lb.), and those who were in the know touched Highland Gilie, who stood at 10st. 11lb. From the start Gegg was seen to be holding back his mount hard and in consequence purposely lost a good place in the field. He was trailing up to Black Rock, Pathan still being the lead. From the Black Rock, after swerving to the outside, and then Mac's pony rattled its legs. At the village Gegg pulled in a bit for the turn and entering the straight in third place—he gave the pony "rope." A few yards from the post Pathan and the Gilie were neck and neck. Then Gegg began to work earnestly, pushing the Gilie along in good style, and won by a neck from Pathan.

A large field contested for the second race, and it was said by all present to be no race at all. The starter's flag did not fall, no bell was rung, but the jockeys came home, nevertheless, without having started.

People were asking what is becoming of the Challenge Cup race of late. "A race of this kind usually fetches a large field but on Saturday only two ponies contested and Master won again on Blue Nile, making 9 points. It was whispered on the course that there was a bet in view and one pessimist, who became sarcastic, remarked that people came to see racing not to be settled. However, the question of the bet lacks confirmation.

Following are the descriptions of the different events—

1.—4 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by Mr. H. E. R. Hunter; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. D. Macdonald's Highland Gilie, 10st. 11lb. (Gegg) 1

Mr. W. G. Clarke's Pathan, 10st. 11lb. (Clarke) 2

Mr. F. H. Hickman's Roscommon, 10st. 11lb. (Dunlop) 3

Father O'Flynn's Merry-mite, 9st. 10lb. (Gresson) 4

Mr. G. K. Hall-Brutton's Preston, 11st. 11lb. (Gresson) 5

Hon. Mr. W. J. Gresson's Mamodeen, 10st. 7lb. (Gresson) 6

Time: 2 min. 45 2/5 sec.

Pari-mutuel: \$22.60.

2.—4.30 P.M.—WELTER RACE. 3 FURLONGS.—For all China ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 13 stone. Riders in the regular racing events to be barred. Entrance fee \$5. 1st prize: A Cup presented by Hon. Mr. W. J. Gresson; 2nd prize: \$25.

Mr. Moxon's J. (Owner) 1

Mr. Hynes's Sirocco (Henchman) 2

Mr. Logan's Paisley's Pride (Logan) 3

Mr. Reinbeck's Saxonia (Tiefenbacher) 4

Mr. M. W. Slade's Atlas (Owner) 5

Mr. Smith's Shlimose (Owner) 6

Mr. Hynes's Sirocco (Owner) 7

Mr. Macdonald's Highland Gilie (Doran) 8

Hon. Mr. W. J. Gresson's K.O.S.H. (H. W. Slade) 9

A field of nine entered the field and entered to the three furlong post. A runaway "start" was seen, although the starter's flag never dropped, nor was the starting well rung. In consequence of that it was thought by the lookers-on that it was a false start, but when the jockeys made no attempt to pull up and went back to starting post, spectators wondered what was going to happen, thinking perhaps that the ponies had been at the jockeys' disposal to hold them back. Coming round the 1/4 mile, Hughes, the rider of Rabbit, rolled off the saddle, and sustained some damage to his face, by his pony—thinking perhaps he could do better minus a rider—kept going and came in third place, but was not counted. It could not be called a race, for several ponies did not start, and seeing that the others were not coming back, they were ridden home.

Dividend: \$64.60.

3.—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile.—Value to be declared when cup is purchased. For all China ponies and horses and at 10 st. 6 lb. Winners of an open race or open griffin race allowed 5 lb. Non-winning subscription griffins allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent start for the cup, but in the event of a pony carrying the penalty not winning 5 lb. to be deducted next time he starts. Penalties accumulate up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. G. C. C. Master's Blue Nile, 10st. 11lb. (Owner) 1

Mr. W. G. Clarke's Pathan, 10st. 11lb. (Clarke) 2

Mr. F. H. Hickman's Roscommon, 10st. 11lb. (Dunlop) 3

Father O'Flynn's Merry-mite, 9st. 10lb. (Gresson) 4

Mr. G. K. Hall-Brutton's Preston, 11st. 11lb. (Gresson) 5

Hon. Mr. W. J. Gresson's Mamodeen, 10st. 7lb. (Gresson) 6

Time: 2 min. 45 2/5 sec.

Pari-mutuel: \$22.60.

4.—5.30 P.M.—LADIES' NOMINATION. AFTER-NOON TEA STAKES.—A number of small tea tables to be arranged on the course, and Ladies to be seated at their tables. Gentlemen to be lined up some distance away dismounted. On the word "go" they are to gallop to their nominators who will give them tea. The gentlemen must drink a cup of tea and eat a small biscuit, then return to starting point. An umpire will be at each table to see that the conditions are carried out, and points will be deducted for unseemly haste, etc. First at winning post with least number of points deducted to win, and 2nd and 3rd prizes presented by the Club. Entrance fee \$3.

Mr. Dupree, nominated by (Miss Brutton) 1

Mr. W. G. Clarke's Pathan, 10st. 11lb. (Clarke) 2

Mr. F. H. Hickman's Roscommon, 10st. 11lb. (Dunlop) 3

Father O'Flynn's Merry-mite, 9st. 10lb. (Gresson) 4

Mr. G. K. Hall-Brutton's Preston, 11st. 11lb. (Gresson) 5

Hon. Mr. W. J. Gresson's Mamodeen, 10st. 7lb. (Gresson) 6

Time: 2 min. 45 2/5 sec.

Pari-mutuel: \$22.60.

5.—6 P.M.—THREE QUARTERS OF A MILE RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by Mr. H. E. R. Hunter; 2nd prize: \$25. (Entrance fees to go to winner.)

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Mr. F. H. Hickman's Roscommon, 10st. 11lb. (Dunlop) 3

Father O'Flynn's Merry-mite, 9st. 10lb. (Gresson) 4

Mr. G. K. Hall-Brutton's Preston, 11st. 11lb. (Gresson) 5

Hon. Mr. W. J. Gresson's Mamodeen, 10st. 7lb. (Gresson) 6

Time: 2 min. 45 2/5 sec.

Pari-mutuel: \$22.60.

Mr. G. K. Hall-Brutton's Kingston, 11st. 11lb. (Owner) 1

Only two ponies entered for this event, Blue Nile—being considered the "sure thing"—was heavily backed, while those who wanted a huge dividend put on Kingston. Blue Nile was on the rails when the starter's flag fell and both ponies kept together until near the village. Then Blue Nile came away in the straight, but was not allowed to go far by Kingston. Blue Nile won the race, with the other very close behind.

Time: 2 min. 45 2/5 sec.

Pari-mutuel: \$22.60.

5.—6 P.M.—LADIES' NOMINATION. AFTER-NOON TEA STAKES.—A number of small tea tables to be arranged on the course, and Ladies to be seated at their tables. Gentlemen to be lined up some distance away dismounted. On the word "go" they are to gallop to their nominators who will give them tea. The gentlemen must drink a cup of tea and eat a small biscuit, then return to starting point. An umpire will be at each table to see that the conditions are carried out, and points will be deducted for unseemly haste, etc. First at winning post with least number of points deducted to win, and 2nd and 3rd prizes presented by the Club. Entrance fee \$3.

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Time: 2 min. 45 2/5 sec.

Pari-mutuel: \$22.60.

6.—6.30 P.M.—HURDLE RACE.—For China ponies. Distance about one mile and a quarter. Catch weights 10st. 8 lb. Winner of hurdle race at first, second and third gymkhana to carry 5 lb. extra. Entrance fee \$5. 1st prize: A Cup presented by Mr. F. H. Deacon; 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. G. K. Hall-Brutton's Preston, 10st. 13lb. (Owner) 1

Hon. Mr. W. J. Gresson's Glenburn, 10st. 13lb. (Dunlop) 2

Commander H. D. Wilkins's (K. N.) Link, 10st. 8lb. (Owner) 3

Hon. Mr. W. J. Gresson's Eager, 10st. 8lb. (Gresson) 4

Mr. Moxon's J. (Owner) 5

Crossing the sticks brought out a good field. The ponies jumped in fine style, and on passing the stand for the first time Eager made the lead. Glenburn next, and Linkman (the favorite) Glenburn challenged Eager at the foot of the hill and at Black Rock Glenburn came away. Round the village Linkman forged ahead into third place, while Preston took the lead and an exciting race home followed, in which he won easily, Glenburn being second. Pari-mutuel: \$31.

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VOLUNTEER AL FRESCO CONCERT.

Blessed with fine cool weather, on Saturday night, the first of the series of Promenade Concerts to be given this season, under the direction of Mr. G. Grimble, was held in the presence of a very large audience. The grounds had taken on their usual gala attire of Chinese lanterns, the stage in the middle, erected under the supervision of Sergeant-Major Higby, being draped with bunting and flanked with huge palms and pots of evergreens; the whole *mise en scene* looking very cool and pleasing. The not too long programme was opened by the West-Kents Band, under Bandmaster McKelvey, which played *Die Zauberflöte* splendidly, winning equal laurels with their excellent and spirited rendering of selections from "Little Michael," "Lohengrin," and the "Triumphal March" Entry of the Gladiators, with which they closed the programme. The first solo was delivered by Gunner Frank Austen, who chose "I would I were a King," and sang it in his usual studied manner, and was followed by Mr. P. W. Goldring, with "I came not this trip I hold," ("Rose of Persia") and right well he interpreted this rollicking song, fully deserving the encore which he was forced to respond to. Messrs. F. Carr and H. Moorhouse then amused the audience with the "Twin Duet" from the "French Maid," Mrs. F. Mainthorpe following with *Pelissier's* "Awa," which she rendered, and elicited an encore to which she responded with "The Rose of the River," later on giving the audience the further treat of hearing her in "The night has a thousand eyes," which she sang to fill the hiatus caused by the regrettable, but unavoidable, absence of Mrs. E. J. Badeley. Mr. F. A. Thomas rendered "My Queen" very well and with great care, but a more modern selection might have been a happier choice. Nicholls' "Devotion" was well sung by S. Moutrie, and then Mr. G. W. Burgess, with a paucity of "Mary of Argyle," brought the solos to an end, the Band concluding the concert with "God save the King," and so ended a very delightful evening upon the success of which Mr. Grimble is to be heartily congratulated.

Mr. Dupree, nominated by (Miss Brutton) 1

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CANTON PIRACIES.

THE RE L DELINQUENT.

PROTECTION DEMANDED FOR THE RICHEST PROVINCE IN CHINA.

PRACTICAL SUGGESTIONS.

24th inst.

The fact that the question of piracy on the Canton delta is the all-absorbing topic of the moment was the excuse which a representative of the *Hongkong Telegraph* tendered Captain Clarke, the secretary of the Hongkong, Canton and Macao Steamboat Company, for again encroaching upon his time, when the work of the Company devolving upon him is greatly above the normal on account of the preparations being made to furnish the shareholders of the Company with the half-year's statement of accounts. Captain Clarke, however, willingly spared half an hour, and gave a most interesting and lucid exposition of his views on the past and present conditions of the Canton delta.

Owing to his long connection with the river trade Captain Clarke may be considered one of the most competent authorities in the Colony to speak on that subject. For over 32 years he has been engaged in the river trade, and his actual employment with the Steamboat Company extends over 30 years.

THE CHINA ASSOCIATION MEETING.

In the first place our representative referred to the meeting of the China Association on Saturday and invited Captain Clarke's view on that subject. Of course, Captain Clarke, like everybody else, commended the sound common sense, which characterised the various speeches, but he disagreed with the views expressed by the Chairman with reference to the late Viceroy Li Hung Chang.

RESULT OF LI HUNG CHANG'S POLICY.

"I may trust to my memory," he said, "when I suggest that the late Li Hung Chang in his own day deserves the encomiums which the chairman of Saturday's meeting bestowed upon him for his work in suppressing piracy. In fact, if you look up your records you will find that piracy was then as rampant near Canton as it is to-day, and in my humble opinion I attribute the prevalence of piracy at the present time to the evils attending the policy for which Li Hung Chang was responsible."

"I remember a case of piracy during the administration of Li Hung Chang which actually took place at the Human Spit, right opposite Canton and near the Shamshui. That, surely, is as bad a case as any we can recall during the regime of Viceroy Shun."

VICEROY SHUN'S LEGACY.

"Viceroy Shun succeeded Li Hung Chang after an interregnum and he inherited the legacy of an administration which sowed the seeds of evil in the form of public gambling in the Kwangtung Province. When the present Viceroy first arrived his energy was directed towards the extermination of the bad character. He certainly succeeded in Kwangtung, and himself marched the head of an enormous column to the more northern province, killing and slaughtering, it is computed, some hundred thousand people, the large proportion of whom were, I am afraid, innocent of any charge against them. It is quite true that the pirates were cleared out, but they were only cleared away from the delta to take refuge in safe retreats—to come back again directly the vigilance of the authorities had been relaxed. Many of the worst characters in Kwangtung came down into the Delta lands when Shun went into Kwangtung."

THE GAMBLING EVIL.

"I said at the commencement that the late Li Hung Chang had more to do with piracy being rampant to-day than any other man that has lived, and was responsible for the condition of affairs in the southern province of China. I advance that statement with much deliberation and with a full realisation of the serious allegation I make against the late Viceroy. He it was who first introduced licensed public gambling in its worst forms in Kwangtung and Kwangsi. Since then, wherever every township, even the smallest hamlet, along the West River has its open gambling halls to attract and despoil the poor of their last cent and to impoverish the rich—these gambling houses have a demoralising effect upon the people generally. As you are well aware the gambling instinct is inherent in the Chinese race, and where otherwise a man would be honest and good once he has been smitten by the allurements and the morbid spirit of gambling he does not stop at that stage he will not be deterred by fear of the law but will rob, pillage and commit murder to obtain the wherewithal to satisfy his mania for gambling."

STATE LOTTERIES.

"I don't place any limitation on the term. It is a game, *but* *but* the like forms of indulgence that are alone objected to. It is the State lotteries, famed out which are working the most pernicious evils, by the system of daily drawing. With tickets selling as low as 30 cents each—like the *sun fu*, for example—so as to place them within the reach of the common labourers, these lotteries are eating into the vitals of the working class of that fine and wealthy province, Canton. The revenue raised by these State lotteries for the most part finds its way into the pockets of the officials and the gambling monopolists. Thus the wealth of the mass of the people is robbed from them only to be concentrated in the hands of a few unworthy satraps of the Viceroy. In my opinion, no country which claims to have a system of responsible government should be allowed to exercise the right of raising an iniquitous revenue from the proceeds of the State lotteries. The fact of the country being so poor is not a sufficient excuse for the poor to beggary and impoverishing the rich."

DELTA LANDS THE RICHEST IN KWANGTUNG.

"Have you arrived at these conclusions from personal observations?"

"Well, I have been giving you my personal views acquired after long years of residence here. My travels in the interior and my knowledge of Cantonese colloquial have brought me into direct contact with the people of the country. But, if my views are not enough, consult any Chinese resident with a more or less observant trend of mind, and he will be able to tell you how within the last few years misery untold has been wrought within the Two Kwang provinces, due far more to the fact that the country is overrun with gambling houses than to the so-called visitations of nature. It is true there have been periodical failures in the rice crops and silk; but in spite of these I still hold the opinion that these delta lands are the very richest in the province and should be capable, and undoubtedly would be able, to support all the inhabitants and very many more but for the reason I have advanced—namely, the gambling which has demoralised and enslaved them to the worst of vices. The fact of the country being so very rich makes it, if it may be allowed to use a figure of speech, the carcass on which the vultures ever prey."

TWO RICE CROPS POSSIBLE.

"And the vultures are—"

"Officials, which does not hesitate to prey upon the poor by every means in its power."

The rice produced in Kwangtung is the finest of any that is yielded by mother earth in China. In fact, this province is capable of producing two crops a year, two crops of the very finest cereals which the well-to-do are willing and only too eager to pay the highest price for. Yet that rice is exported principally to California and Australia because of the high prices paid there. Kaukung is one of the finest and richest districts possessing no less than 200,000 acres. If these people only had the protection of the Government in carrying on their legitimate trade and agriculture you may depend upon it that the people would produce sufficient themselves for all the inhabitants of the country, and would foster a trade such as would provide cargoes for any number of vessels."

HOW TO PROTECT THE PEOPLE.

"When you speak of protection how do you propose to provide it. At the meeting of the China Association it was held that piracy should be exterminated in the Canton delta, but so far only a generalisation of ways and means has been suggested for the suppression of the lawlessness that prevails. Can you reduce the theoretical propositions to something practical?"

"I certainly think that there would be no difficulty in adopting practical and practicable ways of eradicating the evil. What I would propose is the inauguration of a thorough patrol system. Such a patrol could be maintained by a well-organised and well-equipped force of steam launches under foreign supervision. I don't mean that certain officers and members of the crew should be in charge of the launches. No; the administration and the executive of such a patrol system must be vested in European hands; for instance, a sub-department of the Imperial Maritime Customs, under special administrative control. Such a system, if inaugurated, must not be in the nature of a haphazard or tentative effort to remove an evil existing now and for centuries past. The system once instituted must be permanent and continuous. The patrol must be consistent and uninterrupted. It must not be here to-day and finished with to-morrow. It must not be done away with as soon as there is a temporary cessation of flagrant acts of piracy; but it must be continued for all time, so long as there is anything like a trade to work and develop in the province. And that trade, as I told you, is there, and is capable of very great development indeed."

POPULAR TAXATION.

"But surely such an elaborate system as you propose must involve a small expenditure if it is to be efficient?"

"I can quite believe that, but I was about to explain that this part of the Chinese Empire is so very rich in its resources that an ordinary taxation which might have to be imposed in order to provide for the safety of life and property, which the new department would ensure, could be raised without any difficulty whatever. You would find that in the end it would pay for itself. The expenditure to maintain such a system is not to submit to the present intolerable state of affairs, which entails an enormous loss, more than is brought to our knowledge, in life and money. You see—"

Captain Clarke continued—"the system now prevailing is for the authorities to leave the protection of the villages one by one to the leaders of each of them. That is surely a mistake. The patriarchal system of government is well enough in its way and I don't think there is any serious objection to continuing such a system in the country inland, but on the shore lines of the waterways and highways of a fertile country like Kwangtung it is high time the patriarchal system had ceased. The elder at the head of a village should be done away with. Under the present system the elders have control of the people, and cannot spend more than the people will allow them. The elders, on the other hand, have to consult their own vested interests, which are, after all, too great in their own eyes to allow them to submit to any such drastic change as I propose. They would not care to forego the privileges, somewhat extensive in their own way, which they exercise under the present system. Nevertheless, a radical change is called for, and such a change, I have no hesitation in affirming, must be brought about if the evils we now complain of are to be done away with once and for all."

BEAUTIES OF THE CANTON DELTA.

"I have mentioned to you about the productive powers of the country; let me tell you something of the natural beauty of the country comprised within the two rivers, North and West Rivers. People are talking of Japan as a health resort, for recuperating their health and revitalising their energies after the hot summer months; but let anyone of us who wish to see a beautiful country take a trip to the districts I have mentioned. In my own experience, and I have travelled not a little, I can say without fear of contradiction that there is no country in the world that I have seen that can offer such superb scenery as your eyes can feast upon as the State lotteries, famed out which are working the most pernicious evils, by the system of daily drawing. With tickets selling as low as 30 cents each—like the *sun fu*, for example—so as to place them within the reach of the common labourers, these lotteries are eating into the vitals of the working class of that fine and wealthy province, Canton. The revenue raised by these State lotteries for the most part finds its way into the pockets of the officials and the gambling monopolists. Thus the wealth of the mass of the people is robbed from them only to be concentrated in the hands of a few unworthy satraps of the Viceroy. In my opinion, no country which claims to have a system of responsible government should be allowed to exercise the right of raising an iniquitous revenue from the proceeds of the State lotteries. The fact of the country being so poor is not a sufficient excuse for the poor to beggary and impoverishing the rich."

WILD THEORIES.

"You ask me again about the protection afforded on our boats? Those who have been so prompt with their schemes and suggestions are babies in advancing the theories which they urge upon us. Didn't our army in South Africa fighting the Boers get constantly surprised, offer resistance and in the end have to surrender? Well, the same thing I may say of our valiant officers and crews. If you placed such long odds against them they would be reduced to the same position that our army was in in the early stages of the South African war. They are surprised, offer resistance, only to be overcome in the end. We are there, as I told you the other day, as peaceful traders. The greater the resistance offered the greater the slaughter that would be wrought upon us. If the people on the *Saiwan* had succeeded, we will say, in killing a few of the pirates, tell me, what do you think would have been the result? Without waiting for an answer, Captain Clarke went on—"I tell you, there would not have been a man of the crew left to tell the tale of that awful tragedy."

A REDUCTION PROPOSITION.

"What is your opinion of the frequently repeated suggestion that intending passengers should be searched at the ports of embarkation?"

"I will just answer that question by citing the case of the *Taiyang*, which may still be fresh in your memory. She was trading some ten years or so ago between Macao and Samshui under the Portuguese flag. What did the pirates do in her case? A pirate launch actually fired a heavy shot at her and brought her to, and boarded her in spite of determined resistance. The captain was wounded and left for dead on deck, and how this officer survived is a miracle. Now, tell me, what do you think would have been the result if, when the boat like the *Taiyang* could be fired on, on the high seas, and be made to stop at the pleasure of the pirates?"

WEST RIVER TRADE UNPROFITABLE.

"Let me tell you, in conclusion, just a few words more. You know that the West River, after several years of diplomatic agitation, was thrown open to foreign trade. The British

companies as the pioneers of that trade have laboriously worked, with specially constructed vessels, to open up and develop that trade. We have met with all sorts of difficulties at the initial and subsequent stages of our operations, and as at present conducted and for many years past that trade has certainly been worked at a loss. If we adopted the numerous officers, the European crews and the thousand and one suggestions which have been advanced by people who have actually no idea of how the trade can be conducted, why, the expense involved in the multitude of Utopian improvements, which read well on paper, would press so heavily on the trade that not only would it be impossible to make a profit, but we should be compelled to lay up our boats and cease running."

THE GLORIOUS FUTURE.

"If you are losing to-day, why continue an unprofitable trade?"

"Because we are only sowing to reap. We look to the future, and in the future I am a great believer. The prospective possibilities of the West River trade are large, and if only we had order and good government secured for the two Kwang provinces, I can assure you with every degree of confidence that our boats would ply on that river with profit and advantage to the owners, and great convenience to the travelling public generally."

CAPTAIN CLARKE ON PIRACY.

AN EVIL CENTURIES OLD.

PERNICIOUS SYSTEM OF TRIBUTE PAYMENTS.

23rd inst.

In continuation of the interview with Captain Clarke, the Secretary of the Hongkong, Canton and Macao Steamboat Company, our representative referred to the fact that much criticism had arisen regarding the precautions adopted to quell any disturbance that might occur at any time. Captain Clarke observed, in reply, that the steamers of his company, indeed all steamers engaged in the passenger trade on the West River, were there in the character of peaceful traders. As such, he had absolutely no hesitation in saying that the precautions adopted, after years of experience, and with intimate knowledge of the trade, were more than ample to meet every case of emergency and to cope with any uprising or disturbance among the passengers in the ordinary course of things.

A DETERMINED ATTACK.

"It must be remembered," he proceeded, "that the Province of Kwangtung is infested with a particularly unruly population, who are driven, at this time of year, to the coast by determined attacks by the pirates trading on the West River. They combine so that their numbers may beat down the opposition offered by the limited number of officers and crew who can offer any resistance to the marauders. The fact that in one boat alone there were 13 men armed with modern weapons and prepared to protect the retreat of the pirates in the event of the resistance proving successful shows how carefully the scheme was planned. The well-armed boats were full of men armed and ready to fight to the last; they did not participate in the attack, but simply waited to guard the return of the pirates. That goes a long way to show the attention that had been given in every detail of the attack which was unfortunately carried out with such tragical results."

AN ACT OF WAR.

"It is obviously impossible in such instances for any crew to withstand so determined an attack by a band of pirates bent on looting a trading steamer such as the *Saiwan*. It is nothing short of an act of war on the part of the pirates. At least, I can only characterise it as that. And no one can blame our officers if they fail to resist such forces and succumb against such odds."

FAMOUS PIRATE CHIEFS.

"It is a fact recorded in history that from time immemorial and more recently since the famous pirate chiefs Ching Yih and Chang Pau, with their fleet of about six hundred junks, infested these coasts, that tributary payments were made by trading craft to the robber bands in order that they might be allowed to pass unmolested. The people along the coast all paid this toll to the pirates, which showed the fear that the gang inspired. It is a matter of history that in the middle of the 16th century—in 1557—according to the Chinese themselves, the Imperial forces felt no longer possible to crush the pirates. No doubt, if we handed over to the robbers the money which at present goes into the coffers of the Imperial Government we should find that our vessels would be free from the molestation to which they have been subjected all these years. It would be preposterous for us to do such a thing. We must go to the root of the evil and exterminate the pirates from these coasts."

A PURE FABRICATION.

Questioned about the report that the Samshui Customs had been pirated, Captain Clarke said he was there only the other day and inquired whether there was any truth in the rumour. He was informed that the story was a pure fabrication.

PIRICAL ATTACK FRUSTRATED.

"There is some foundation," Captain Clarke stated, "in the rumour that a large party of foreigners, including H.B.M. Consul-General and many ladies and gentlemen who had decided to visit Samshui by rail, and thereafter to continue the journey as far as How Lik, near the Tin Woo Shan monastery, in pleasure bent. The information that a band of pirates had determined to 'hold up' the excursionists was obtained by the chief of the Samshui railway, and he promptly took steps to frustrate the object of the pirates. Instead of allowing the special train to stop at intermediate stations, he gave orders that the train should be rushed right through without a single stop. The order was obeyed and not a sign of the pirates was seen."

During the last three years over forty cases of piracy have been reported to the Viceroy from the British Consulate alone.

SALE OF THE "MANKEE."

ANOTHER HULK DISAPPEARS.

24th inst.

At noon, to-day, on board the vessel, *T. F. Hough*, of Messrs. Hughes and Hough, Government auctioneers, conducted the sale, under the supervision of Commodore Pigott Williams, of the hulk *Mankée*, hitherto used by the Army department as a hospital ship. All the bidders were Chinese, and the bidding commenced at \$20,000, and rose by bids of \$1,000 to \$45,000, when there was a pause, the next bid being \$50,000, which was noted, and it went on to \$50,000, which was reached, when one of the contestants retired, leaving Messrs. Yee Wo Tai and Chiu Kee the purchasers at that figure.

At the instance of Inspector Withers, the master of a grocer shop at No. 45, Queen's Road West was summoned at the Magistrate's on Tuesday for storing kerosene oil on the premises without police permission. The charge was admitted and a fine of \$35 imposed.

SANITARY BOARD.

24th inst.

The Sanitary Board held its usual fortnightly meeting in the Board room this afternoon, the following being the business transacted.

GOVERNMENT OF COMPENSATION.

The reply of Government relative to compensation for damage done during the cleansing and disinfecting of premises, was submitted. The reply was as follows:—

"In reply to your letter No. 108 of the 28th ult., forwarding a resolution passed by the Sanitary Board on the 26th ult., 'that the authority of the Government be obtained to incur the necessary expenditure involved in restoring property damaged in connection with plague prevention, to a presentable condition, or in the event of the owner so preferring that compensation to meet this expenditure be paid to the owner.' I am directed to state that the Government will, in accordance with the provisions of the Public Health and Building Ordinance, 1903, referred to in the final paragraph of your letter, give reasonable compensation for property destroyed or damaged by cleansing and disinfecting, where the case has been duly reported. They have no authority, and do not propose, to go beyond this provision.—I have, etc.,

(Sd.) T. SERCOMBE SMITH.

Colonial Secretary.

The Secretary, Sanitary Board.

Mr. Henry Humphreys minuted: Although section 89 of the Ordinance allows the Government a loophole to escape paying compensation in cases of infection have not been duly reported, it does not follow that the Government is empowered to take advantage of it. The landlord is helpless in the matter, so why should he be the sufferer. The Government is bound to lose in the long run over the policy of exploiting the landlord for all he is worth.

Mr. Shelton Hooper minuted: This requires further discussion.

The Hon. the Registrar-General minuted: There seems no provision for compensating landlords.

QUARRYMEN'S GRIEVANCE.

An application was laid upon the table from the masters of the stone quarries of Ngau Taw Kok, Sai Cho Wan, Cha Ko Leng, and Lyeemong, for a piece of land to be set apart for their use as a public cemetery, as there was only one public cemetery in Kowloon, which caused the villagers great inconvenience and expense in the disposal of their dead.

Mr. Hon. the Registrar-General: There is good reason to believe that in the course of the year a very considerable increase will take place in the population in the Lyeemong and Junk Bay districts. The time may now have arrived when the question of a cemetery for this section of the mainland should be considered. I should like to hear the matter discussed.

The Hon. the Registrar-General: Is the proposed site available?

The Hon. the Director of Public Works: It is a simple matter to reach Kowloon City by boat from any of the quarrying villages mentioned.

THE TAI HANG AND WONG-NEI-CHONG VILLAGES.

The report of the Medical Officer of Health relative to these villages was submitted, in which he stated that he found the places in much the same condition as described by Mr. Shelton Hooper at the last meeting, and stated that some sheds built as playhouses had been used as dwellings, and must be vacated, while some houses appeared to be overcrowded. A public lair also was necessary at Wong-nei-chong, while the roads needed better surfacing and draining. The applicant discovered there was, probably, a leper, but his case had not been diagnosed, as it would be necessary to remove him to hospital for an absolute diagnosis.

He recommended that a resident in each of these villages be deputed to see that his fellow-villagers kept the places clean.

Mr. Shelton Hooper minuted: What has become of the leper? The Government should be asked to put the pathways in good order and provide proper surface channels.

Mr. Hon. the Registrar-General: I understand the leper has voluntarily retired to his own country.

NIGHT-SOIL AT TSIM-TSA-TSUI.

Further suggestions being called for regarding the removal of night-soil at Tsim-tsa-tsui, Mr. Lau Chu Pak minuted: If the inspector sends the Government contractor to see every resident who makes a complaint, or wishes to engage a night-soil coolie, it will amply meet the case. There is nothing new in the matter.

The Hon. the Registrar-General minuted: I agree with Mr. Lau. If the other coolies are unsatisfactory the Government contractor will gradually get his own coolies in.

CIVILIAN AGAIN.

An application from Chan Ping Cheong for permission to erect certain poles at No. 9, Elgin Street was submitted.

Mr. Shelton Hooper: Should certainly be granted for six months.

Humphreys: This cubicle question wants *ad hoc* notice. Curtains, rag-sacking, etc., are much more dangerous to health than properly arranged cubicles, and no amount of ordinances, and no quantity of inspectors, will ever prevent Chinese putting up temporary partitions of the above nature.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

24th inst.

The following are the highest scores for the Governor's Cup during the month of July 1906. There were 13 entries, the highest score being made by Mr. Watt:

A. J. Watt	62-8-70
G. Wakeman	62-4-60-60
L. G. Bird	60-4-68
K. M. Erickel	53-15-68
J. C. O'Connell	67-8-67
Sir. Francis Pigott	63-4-67
Dr. W. W. Pearce	58-4-67
D. J. McKenzie	61-4-65
J. H. Pidgeon	64-8-65
C. J. Peter	60-4-64
R. D. Atkinson	52-12-64
R. D. Atkinson	46-18-64
W. J. Saunders	44-20-61
C. E. H. Beavis	57-4-63
W. Dobbs	57-4-63
A. Moir	53-10-63
E. W. Terrey	49-14-63
W. H. F. Davis	56-4-62
H. W. Wickham	49-14-62
B. A. Joseph	49-12-61
H. W. Bird	49-20-60
Capt. Barnes Lawrence	39-20-59
W. Chatham	39-20-59
Dr. G. M. Harrison	38-20-58
J. Hutchings	38-20-58
R. E. O. Bird	47-10-57
A. Blower	46-10-57
J. B. Lewington	46-4-54
Dr. W. A. B. Moore	49-14-54
Dr. E. Evans Jones	45-4-53
H. F. Goldsmith	45-4-53
G. E. Morrell	32-20-52
W. G. Humphreys	32-20-52
C. W. Brett	24-8-50

The pool competition of 21st and 22nd July was won by Mr. A. J. Watt with a score of 62-4-87-70.

CONCRETE SURFACES.

STRICTURES BY MR. LAU CHU PAK.

24th inst.

Correspondence was submitted to the members of the Sanitary Board this afternoon relative to the cement concreting of ground surfaces. The Hon. the Principal Medical Officer of Health having, on the 2nd inst., issued instructions to the Surveyor that, as it was undesirable to require owners to lay 6 inch of lime concrete which was laid a few years ago unless the existing material was so porous as to produce insanitary conditions, by soaking from above, or saturated by filth from below as to be a nuisance, or to be no barrier against the entrance of rats,

Mr. Lau Chu Pak minuted: I don't think the P. C. M. O. should have given such instructions as he did in his minute of the 2nd July, 1906, without first consulting the Board. It is entirely a question for the Board, and the papers should have been laid before the Board before any instructions should have been issued. If the P. C. M. O. is correct, then the only way the Board can have section 112 carried out is to prove a nuisance under section 26, and the notices, which were served during the past two years, requiring property-owners to relay the concrete laid within the last four or five years, should not have been served at all, and the owners and tenants would have saved a lot of trouble and expense. According to sections 111 and 112 the concrete must be laid to the satisfaction of the Board, and in this case the Board had not been consulted before a line of action was drawn. The P. C. M. O.'s minute introduces an entirely new view of the matter, and he takes upon himself to decide what is only in the province of the Board. Were the instructions, referred to by Mr. Carter in his minute dated 5th July, given by the Medical Officer of Health, and the adviser to the Board, and one of the chief executive officers for the enforcement of the Ordinance, appears to have been ignored in the matter? The concreting of ground surfaces (7 surfaces) in every instance was carried out under the supervision of and passed by the Sanitary Surveyor and the plague inspectors, and yet after two or three years, when another officer is told to go 'round and see to the same thing, he condemns it; who is to suffer for this state of affairs? The owners of property and their tenants are the sufferers. The course proposed by the P. C. M. O. appears as if it is to shield an officer by whom the concrete was passed. As in this instance he admits he might not have examined all the houses in question, so it may be presumed that in some other instances he might not have examined at all, but simply signed the certificate as he thought fit. Mr. Perkins reports that the concrete 'had never been good,' and that being so the work should never have been passed. It would not have cost the owner anything more than the contract price, if, at the time, the surveyor had refused to pass the work, whereas now, to add two inches of cement on top as a compromise, will cost the owner, if not more, equally as much money and trouble as to do the work over again. I strongly object to the compromise, unless the Board itself is prepared to pay for what is no due to the fault of the owner.

Mr. Shelton Hooper: It is a serious allegation against the officer who passed the work, and issued the certificate in the first instance, and should be thoroughly investigated.

Mr. Humphreys: The Principal Civil Medical Officer of Health's instructions to Mr. Carter may have been *ultra vires*, but they were very sensible, and should in my opinion have been followed.

Mr. Fung Wa' Chun: I would suggest that the matter be thoroughly sifted before effecting any compromise.

The Hon. the Registrar-General: The inspection is not made to protect the owner against the contractor he employs.

The Hon. the Principal Civil Medical Officer: I am afraid we shall get no satisfactory solution of this concrete question until the Board's resolution of 28th Nov., 1905, is given effect to. This asks for four inches of cement concrete instead of the six inches of lime concrete. Experts state that it is practically impossible to get good lime concrete in Hongkong.

CLAIM FOR MONEY LENT.

24th inst.

In Summary Jurisdiction this morning, His Honour Mr. A. C. Wise, Puisne Judge, presiding, the Fat Lee firm of No. 25, Macgregor Street, sued the Kwong Ching Cheung firm of No. 64, Reclamation Street, Yau-mai, for the recovery of the sum of \$211.60, being as to \$200 the principal due on a promissory note, dated 20th April, 1906, signed by defendant firm in favour of plaintiffs, and as to \$11.60 interest thereon.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiffs, and Mr. Otto Kong Sing represented the defendants.

Mr. Gardiner said the money (\$200) was paid to the defendant firm on the 20th April last, but the plaintiffs for the purpose of paying off certain liabilities of the defendant firm.

Man Ching Nam said he was partner in the plaintiff firm. On the 19th April last his son, Man Ying Chau, went to him and said that the defendant had appeared to him for a loan of \$200, and said that interest was to be paid at the rate of 2 per cent. per month. He told his son he would lend the money, and next day he handed the \$200 to his son to give to the defendants. Only his son was present when the arrangements were made. Later his son brought a written acknowledgment receipt of the sum of \$200, which was to be repaid at the end of two months. The money had not been repaid, though he and his son had applied for repayment and the sum was still due and owing.

To Mr. Otto Kong Sing witness said he paid the money in banknotes of \$5 and \$10, and his son paid it to the defendant firm.

His honour: How do you know he did?

Witness: Because they asked my son for the money and I gave it to him to give them.

His Honour: All you know about it is that you parted with \$200, but you don't know what became of it.

Witness: The same day my son brought me a promissory note chopped by the defendant firm. I know of the defendant firm, but I do not know the partners; my son knows them.

His Honour: This man knows nothing about the matter, except that he gave his son \$200, but he does not know whether he put it in his own pocket or not.

Mr. Gardiner: I had to put this man in the box as the money came from him and he is a partner in the plaintiff firm. There is also the document.

To Mr. Otto Kong Sing witness said his business was a coolie contractor's business, and he supplied coolies to work on steamers.

Man Ying Chau spoke to the fact of the defendant firm asking him for a loan of \$200.

His Honour: Why did they ask you?

Witness: They were friends of mine.

His Honour: They knew your father lent money?

Witness: Yes, they knew that, but they did not know him.

His Honour: His business is that of a money-lender's shop?

Witness: No, it is not; he sometimes lent money in this way

JUDGMENT RESERVED

THE JUDGMENT

tention of injuring the plaintiffs, yet no action would lie for what he in fact did which caused

A NEW PIER.

5th inst.

POLICING THE WEST RIVER.

A PENANG COMMENT

ВКК1-ВКК1

25th inst.

THE ROYAL HONGKONG GOLF CLUB.

firmation, for the present, has every chance of turning out true, has come from Peking, says the *N. C. D. News*. It is to the effect that the

AND THE FORMOSAN TRADE:

According to an Osaka message to the *Asahi*, the Tamsui-Hongkong line was former

ASSAULT BY INDIAN

25th inst

—♦—
OCCUPANT OF RICKSHA SERIOUSLY HURT.

placed before Mr. F. A. Hazeland, at Police Court this forenoon, charged with reckless driving. From a report made by Constable

ALLEGED BURGLARY

A TRIO OF BRICKLAYERS IN TROUBLE.

CONSUL-GENERAL BRAGG

*CONSUL-GENERAL BRAGG
PENSIONED.*

JUPITER PLUVIUS

RETURNS IN STATE TO HONGKONG.

INDIAN CASE SETTLED

THEY TOOK THE CAKE

**THE PROPOSED CONSTITUTION
FOR CHINA.**

A JAPANESE JURIST OUTLINES PEKING

GOVERNMENT'S INTENTIONS.

THE "SAINAM" PIRACY.

STARTLING REVELATION.

Our Canton contemporary, the *Daily News* gives the following translation of an article which appears in the *Sze Man Pao* :—

We had previously reported the piracy of the s.s. *Sainam*. We now hear that a pirate named Cheong Fong, who took part in the piracy, was arrested in Samshui last week. During his trial he made the following statements: "Several members of the Fatalis detective force were connected with the piracy."

chief detective of the Fatshan police force, Leong Nun Tiai Yung, Lau Pau, and Kan Ti, all detectives in the Fatshan police force. Admiral Li Tsun upon receiving the above

Admiral Lamson upon receiving the above information proceeded personally to Fatsan shan with a body of soldiers and arrested these four men. The last three men were immediately sent to the Head Military Yamen at Canton by a strong escort of braves to await their trial, but Lau Sze Foo is still at large, no representations made by the head officials, the four principal Yamens of Fatsan who gave verbal undertaking that chief detective Lau Sze Foo, whom they believe was innocent, was in no way connected with the piracy.

